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**Ships of the United States Navy
and their Sponsors
1797 to 1913**

3
Ships of the
United States Navy
and their Sponsors

1797—1913

Compiled by
Edith Wallace Benham
Anne Martin Hall

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ANNE MARTIN HALL
EDITH WALLACE BENHAM

VOLUME 1
THE PUBLICATION PRESS
NORWOOD, MASS., U.S.A.

FOREWORD

THIS volume has been prepared primarily for the Society of Sponsors of the United States Navy, to bring together from widely scattered and inaccessible sources all obtainable facts relating to the naming of the fighting craft of our Navy — old and new — and the bestowing of the names upon these vessels by sponsors. There is a widespread public interest in these subjects and no ready means of information.

Records of Navy namings, launchings, or christenings have been preserved nowhere in book form. Laborious research has been necessary to collect and verify fragmentary data. To discover exact dates of launchings, records of christenings, and to verify the names of sponsors, it has been necessary to search Navy Department records, histories of Navy Yards, histories of cities, numberless old newspaper files and periodicals of a number of cities, and to correspond with a very large number of individuals.

Complete biographies of individuals or complete histories of vessels are manifestly impossible in this volume. Biographical notes of patriots for whom Navy vessels have been named are not given as complete biographies. Historical notes of vessels are not given as complete histories. Conspicuous facts of biographies and of histories are set forth for the purpose of interesting and unmistakable identification, and for the inspiration of every reader with patriotic pride in the achievements of our Navy.

Full accounts of all launchings would be repetition. Accounts typical of different periods and localities have been selected without regard to class of vessel.

Records in this volume, with the exception of some of the very old ships, have been submitted to sponsors or to their representatives.

Authorities for biographical notes of Naval officers: Navy Department Records, Hamersley's *Naval Encyclopedia*, Hamersley's *Records of Living Officers of the Navy*, J. F. Cooper's *Lives of Distinguished Naval Officers*, *History of the United States Navy* by Clark, Stevens, Alden, Krafft.

Grateful acknowledgments are made to Miss Isabel Smith of the Navy Department Library for valuable assistance in research work; to the United States Naval Institute and Mr. Robert Skerrett for the use of *The Baptism of Ships*; to photographers for the use of copyrighted pictures. Sincere thanks to Mrs. Thomas H. Eastman for kind interest and correspondence; to Mr. Charles A. Schieren, Jr., and many other friends who have encouraged and assisted the work.

ANNE MARTIN HALL, *Editor*

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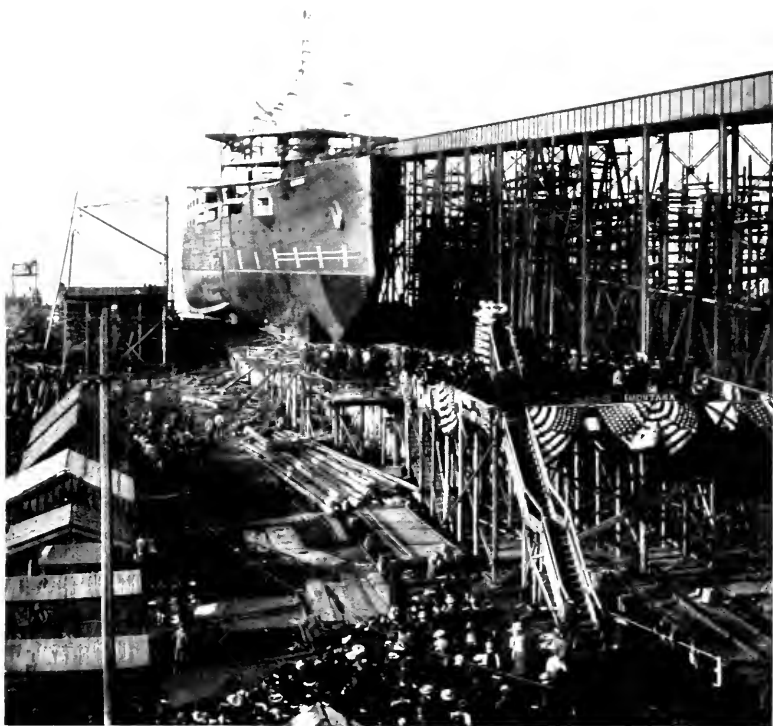
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LAUNCHING OF A BATTLESHIP AND
LAUNCHING STAND

BESTOWING THE NAME

THE launching of a Navy ship is an engineering feat of great magnitude, usually so successfully performed that the spectator thrills with enthusiasm entirely devoid of anxiety. Each succeeding fighting ship becomes larger and heavier, and careful calculation must be worked out bearing directly upon the launching even before a single rivet has been driven.

It is the usual custom in launching naval vessels to send them into the water stern first, the fuller form of the hull aft tending to make the vessel rise more quickly from her first plunge than would be the case were she sent into the water bow first, and it also makes the pivotal strain less at that instant when the bow on entering the water and the stern upon rising throw the burden of weight upon the forward poppets or timber shores.

In the earlier years of our Navy the name of a United States Navy ship was usually bestowed by an officer of the Navy. The naming party went on board to be launched with the ship, and the sponsor broke a bottle of wine or water over the bow of the vessel and pronounced the name at the moment that the bow struck the water.

The ceremony of bestowing the name has always been a civil ceremony and without intent of religious significance.

Examined records give only one instance of religious ceremony in connection with the launch of a United States Navy ship. Prayer, offered by a clergyman, preceded the civil ceremony of launching and naming "Princeton" (1st).

Early records of naming ceremonies are not complete owing to destruction of old records, and to lack of newspaper space or enterprise, for the records discovered show that Navy launchings were occasions of great public interest and enthusiasm, and were attended by large numbers of people. Many prominent officials were present and were launched with the ship. Commodore John Paul Jones was aboard the "America," the first ship of the line launched in America, and in several instances the Secretary of the Navy has been launched with a Navy ship. The "America," built in 1782, was presented to the French Government.

The first record of a United States Navy naming or "christening" is that of the "Constitution," October 20, 1797, on which occasion Captain James Sever, U. S. Navy, "broke a bottle of wine over the bow of the frigate." When the frigate "Independence" was launched, June 20, 1814, "an officer of the 'Constitution' (Commodore Bainbridge) had the honor of christening her as she struck the water." The frigate "Brandywine," in 1825, "smote the water in fine style and Captain Dove stationed on her bow christened her with the usual ceremony."

In 1828 the first woman sponsor appears in print, but her identity may be forever shrouded in the mystery of the words: "The 'Concord' glided beautifully into her destined element and was christened by a young lady of Portsmouth." (Preble's History of the



Photo by J. W. Dawson

BREAKING THE BOTTLE AND NAMING THE SHIP "AYLEWIN"

28
63
15-44

Portsmouth Navy Yard.) In those days it was not the fashion to put the names of ladies in the papers.

From that date up to the present time examined records give the names of few men who have participated in the naming of United States Navy ships. The ships were: the "Pennsylvania" in 1837; the "Dale" in 1839; the "Princeton" (1st) and the frigate "Raritan" in 1843; the "San Jacinto" in 1850; the "New Ironsides" in 1862; the "Miantonomah" in 1863; the "Quinnebaug" in 1866; the "Mackenzie" in 1901.

A bottle of wine has been broken upon the bows of the majority of our Navy vessels at the time of naming. Some vessels have been sprinkled with water, the bottle of water usually having been brought from the river for which the ship was named, or from a spring in the state or near the city for which the ship was named.

There have been a few unique exceptions. A bottle of brandy was broken over the bow of "Princeton" (1st) and over the frigate "Raritan" in 1843, and upon "San Jacinto" in 1850, and "New Ironsides" in 1862, by the Naval officers who bestowed the names,—probably to stimulate their good luck as strongly as possible. A fair young woman sponsor broke a bottle of pure Irish whiskey over the bow of the "Shamrock" in 1863, bestowing the name. The "Germantown" and the "Pawtuxet" were sprinkled with wine and water commingled at the time of naming.

Some Navy ships have been launched without ceremony of any kind, notably the "Monitor" and the "Boston."

Of late years it has become the custom for the launching party to stand upon a platform beside the

ship's stem, and at the instant that the vessel starts to move toward the water the sponsor breaks a bottle of champagne against the bow and pronouncing the ship's name says: "I name thee in the name of the United States."

NOMINATING THE SPONSOR

IN the old Navy it was the custom for Navy Yard officials to invite a sponsor to break the bottle of wine or water and bestow the name upon the vessel. Sometimes contestants for the honor were allowed to draw lots.

Of late years it has been the custom for the Navy Department to request the Governor of the State to nominate a sponsor for the vessel to be named for a State; or the Mayor or Council of a City to nominate a sponsor for the vessel to be named for a city.

When torpedo boat destroyers are launched, it is customary for the Navy Department to nominate as sponsor, if possible, some member of the family of the officer for whom the vessel is to be named. If no member of the family is available, the Navy Department or the officials of the Shipbuilding Company designate a sponsor.

EDITOR

The Society of Sponsors
of the
United States Navy

Organized 1898





MRS. MARY CAMPBELL UNDERWOOD
*Sponsor for U.S.S. "Birmingham" and Founder
of the Society of Sponsors*

Society of Sponsors of the United States Navy

HONORARY LIFE PRESIDENT:

Mrs. LEWIS UNDERWOOD,
Bessemer, Alabama

HONORARY MEMBERS:

THE ADMIRAL OF THE NAVY GEORGE DEWEY
REAR-ADMIRAL CHARLES D. SIGSBEE
REAR-ADMIRAL RICHARD WAINWRIGHT

CHAPLAIN:

GEORGE LIVINGSTON BAYARD, U. S. Navy

OFFICERS ELECTED, February, 1913

PRESIDENT:

Mrs. REYNOLD THOMAS HALL,
Norfolk, Virginia

FIRST VICE-PRESIDENT:

Miss RUTH LAWRENCE
New York, N. Y.

SECOND VICE-PRESIDENT:

Mrs. JOHN H. BURKE,
Hogan, Montana

SECRETARY:

Miss EDITH WALLACE BENHAM,
Washington, D. C.

TREASURER:

Mrs. ELISABETH GOLDSBOROUGH ADAMS,
Washington, D. C.

BOARD OF CONTROL

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Norfolk, Virginia

MRS. LEWIS LOUER,
Chicago, Ill.

MRS. GREEN CLAY GOODLOE,
Seattle, Washington

MISS ELIZABETH LEGERE FLEMING,
Jacksonville, Fla.

MRS. JOSEPHUS DANIELS,
Washington, D. C.

MRS. DE WITT COFFMAN,
Navy Yard, Boston, Mass.

MRS. RUSSELL CREAMER LANGDON,
Seattle, Washington

CONSTITUTION

I

The name of the organization is SPONSORS OF THE UNITED STATES NAVY.

II

The objects of the Society are:

1. The securing to its members of those benefits which should accrue from an acquaintance and association of women residing in different parts of the Union.

2. The cultivation of a love of our country and its form of government. Remembering the occasion which gives membership in the Society, it is expected that the members will take a pride in the achievements of the Navy, and will, within their proper spheres, be interested in the promotion of a healthy, popular sentiment for the development and support of the United States Navy.

3. The undertaking of such benevolent work as the Society may determine.

III

Any woman who shall have been a sponsor for a man-of-war, or other vessel connected with the United States Navy, as one of its fighting craft or training ships, shall be eligible to membership in the Society; provided, however, that she shall file an application for membership with the Board of Control of the Society, and at least three-fourths of the Board vote to admit such applicant.

IV

The management of the Society's affairs, except when it is in meeting assembled, shall be under the supervision of a Board of Control, to be composed of seven members, one of whom shall be the President of the Society, who shall be ex-officio Chairman of the Board. The officers, besides the Board of Control, shall consist of a President, a First Vice-President, a Second Vice-President, a Treasurer and a Secretary. The office of Secretary and

Treasurer may be combined and held by one person. The said officers shall be elected to serve until the next annual meeting following their election, but the term of members of the Board of Control (other than the President) shall be two years, and until their successors are elected and qualified.

At the first election of officers, three members of the Board shall be chosen for one year, and three for two years, and thereafter three members shall be selected at each meeting, to serve for two years.

Vacancies in the Board of Control, or in any office, may be filled by the Board of Control until the next annual or special meeting of the Society.

V

There shall be an annual meeting of the Society held at Washington, in the month of February, and upon a date to be fixed by the President, and in her default, by the Secretary, at least thirty days before the day of meeting, and notice of the time fixed for such meeting shall be given through the press and by written notice mailed to the several members by the Secretary.

Special meetings may be held when called by the Board of Control or by the President.

A special meeting must be held when request is made therefor in writing by any five members of the Society, who shall state the objects of the special meeting, and it may be called by either the Board, the President, or the Secretary. At least fifteen days' notice in writing shall be given of any special meeting, stating the time and place of meeting, and mailed to each member at her address.

If, from any cause, officers shall not be chosen at the annual meeting, such officers, including members of the Board of Control, may be chosen at a regularly called special meeting.

The Constitution can be amended at any annual meeting and a proposed amendment that shall have been approved by the Board of Control may be adopted at a special meeting.

It shall require the affirmative vote of two-thirds of those voting to carry an amendment of the Constitution. Notice of voting upon an amendment shall be sent to every member at least thirty days before the meeting, requesting a signed ballot.

BY-LAWS

I. OFFICERS

1. The Board of Control shall consist of seven members, one of whom shall be the President of the Society, and such Board shall, except when the Society is in annual or special meeting, be vested with the management and control of its affairs. It may fill vacancies in any office.
2. The President shall preside at all meetings of the Society, but shall not vote except in case of a tie.
3. The President is ex-officio a member of the Board of Control and Chairman thereof, and is entitled to vote on matters before the Board.
4. In the absence of the President, a Vice-President shall discharge her duties, but in case of a vacancy in the office of President, it must be filled by the Board of Control, the member so elected to serve for the unexpired term.
5. The Secretary shall keep a record of the proceedings of the Society, and the Board of Control, and shall preserve in a well-bound book the names and addresses of the members. She shall mail notices of meetings to the several members at their addresses shown on the record, and she shall perform such other duties as the Board of Control shall prescribe.
6. The Treasurer shall keep safely the funds of the Society, disburse the same as directed by the Society or the Board of Control, and take proper receipt therefor. She shall make a full report of receipts and disbursements at each annual meeting, and at such other times as the Board of Control may require, and it shall be a part of her duty to notify the members who are in arrears and to request payment. The Board of Control may remove the Treasurer and designate another to discharge the duties of the office for the balance of the term.
7. The term of office of the several officers, except members of the Board of Control, shall be one year, and until the successors are elected. Members of the Board of Control, except the President, shall be elected for two years, and to serve until their successors are elected.

II. MEETINGS

1. There shall be an annual meeting at Washington on some day to be named by the Board of Control, or by the President, and in the month of January or February of each year. Special meetings may be held at Washington when called, as prescribed in the Constitution. However, those present shall constitute a quorum.

2. Prior to each annual meeting the Board of Control shall designate a committee of three to be known as an Entertainment Committee, who shall have charge of functions provided by the Society for the entertainment of the members. Also, that committees for North, South, East and West be formed.

3. Two months in advance of each meeting any member desiring to submit a motion or motions or any suggestion as to motions to be made, at such meeting, should send them to the Secretary, who in turn should mail a copy of the projected motions with each invitation to attend the meeting of the Society.

III

1. The annual dues of membership are three dollars.

2. The annual dues of new members of the Society are divided into three installments, payable according to the portion of the Society's fiscal year in which a particular member should enter; i.e., a member entering during the first third of the fiscal year be assessed \$3.00; a member entering during the second third be assessed \$2.00, and during the last third, \$1.00.

3. If any member of the Society fails to pay dues within three months after the Treasurer has sent notice that dues for the current year are now payable, a second notice shall be sent saying that it repeats the notice previously given on such and such a date.

4. Such special assessments as the Board of Control or the Society may make, not to exceed dollars in any one year.

IV. CERTIFICATE AND INSIGNIA

1. The Society shall have a seal which shall be in the custody of the Secretary, and its form and legend may be adopted by the Board of Control.

[xx]

2. A certificate of membership in the Society of such form as the Board of Control may prescribe shall be furnished each member applying therefor, and the same shall be signed by the President and countersigned by the Secretary, who shall affix the seal.

3. A badge or other insignia of the Society may be adopted by the Board of Control, and when adopted shall not be changed.

V

The Board of Control may adopt such rules, regulations and by-laws not inconsistent with the Constitution or a by-law adopted by the Society, as in its opinion are necessary and proper.

List of Members of Society of Sponsors of the United States Navy

1913

SPONSOR	WARSHIP
MRS. ELISABETH GOLDSBOROUGH ADAMS, Wash- ington, D. C.....	<i>Paul Jones</i>
MISS ETHEL C. ANDREWS, Camden, N. J.	<i>Ammen</i>
MISS GRACE BALCH, Washington, D. C.	<i>Balch</i>
MRS. I. B. BEARD, Jackson, Miss.	<i>Mayrant</i>
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MRS. CHARLES BELKNAP, Washington, D. C.....	<i>Vestal</i>
MRS. OLIVER HAZARD PERRY BELMONT, New York, N. Y.	<i>Nicholson</i>
MISS EDITH BENHAM, Washington, D. C.	<i>San Francisco, Benham</i>
MRS. WILLIAM C. BITTING, JR., St. Louis, Mo.	<i>St. Louis</i>
MRS. WILLIAM BLALOCK, Atlanta, Ga.	<i>Ericsson</i>
MRS. FRANK W. BROOKS, JR., Detroit, Mich.	<i>Michigan</i>
MRS. CHARLES EDWARD BROWN, Columbus, Ohio	<i>Ohio</i>
MRS. JOHN BURKE, Hogan, Montana	<i>Montana</i>
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MISS ANNA CAHALL, Bridgeville, Del.	<i>Delaware</i>
MISS ELSIE CALDER, Brooklyn, N. Y.	<i>New York</i>
MRS. GEORGE CAMERON, San Francisco, Cal.	<i>Intrepid</i>
MRS. COLIN CAMPBELL, Tottenham House, Savernake Forest, Marlborough, England	<i>Illinois</i>
MISS HELEN CASSIN CARUSI, Washington, D. C.	<i>Cassin</i>
MISS MINNIE DARLINGTON COATES, Philadelphia, Pa.	<i>Concord</i>
MRS. DEWITT COFFMAN, Navy Yard, Boston, Mass. ...	<i>Alliance</i>
MISS MINNIE CONRAD, White Post, Virginia	<i>Montana</i>
MRS. ALLAN CORSON, Princeton, N. J.	<i>Princeton</i>
MRS. FREDERIC R. COUDERT, New York, N. Y.	<i>Old Maine</i>
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MISS ANNA BELLE DICKIE, Camden, N. J.....	<i>Olympia</i>
MRS. CHARLES VAUGHAN FERGUSON, Hartford, Conn....	<i>Wilkes</i>

THE UNITED STATES NAVY

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MISS JEAN KNOX, Germantown, Pa.	<i>Jarvis</i>
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MISS MARY LOUISE MACON, Helena, Ark.	<i>Arkansas</i>
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MISS LESLEY JEAN MEAKINS, Montreal, Quebec	<i>H-1</i>
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SOCIETY OF SPONSORS OF

SPONSOR	WARSHIP
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MISS CORAL QUAY, Sewickley, Pa.....	<i>Pennsylvania</i>
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MRS. JAMES GRAFTON ROGERS, Denver, Colo.....	<i>Colorado</i>
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MRS. THOMAS F. RUHM, Mare Island, Cal.....	<i>Jupiter</i>
MRS. ADAM JOHN SCHUBERT, Gooding, Idaho.....	<i>Idaho</i>
MRS. ROBERT NUGENT SOMERVILLE, Cleveland, Miss..	<i>Tennessee</i>
MRS. JOHN G. SOUTH, Frankfort, Ky.	<i>Kentucky</i>
MISS DOROTHY W. SPROUL, Chester, Pa.....	<i>Chester</i>
MISS MARY ALICE SPRY, Salt Lake City, Utah	<i>Utah</i>
MISS ELIZABETH STEVENS, Boston, Mass. C-2, formerly	<i>Stingray</i>
MRS. GEORGE W. STURDIVANT, Centerville, Iowa	<i>Iowa</i>
MISS GRACE ANNA TAUSSIG, Chestnut Hill, Pa.	<i>G-4</i>
MRS. MAE CHAUNCEY-STANTON TODD, Grand Rapids, Mich.	<i>Chauncey</i>
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THE UNITED STATES NAVY

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MRS. EMILY BEALE MCLEAN	1912

**Ships of the United States Navy
and their Sponsors
1797 to 1913**

Ships of the United States Navy and their Sponsors

1797--1913

ALABAMA (3D)

FIRST-CLASS BATTLESHIP

Length, 368 feet

Beam, 72 feet

Draft, 23 feet

Displacement, 12,150 tons

NAMED FOR THE STATE OF ALABAMA

(Which was admitted to the Union in 1819)

Launched May 18, 1898, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss MARY MORGAN, daughter of Senator John T. Morgan, of Georgia.

THE picture was of the utmost beauty and impressiveness with the masses of Alabama blossoms so heaped on the foredeck that they seemed to be floral conning towers; the bright color contrasts afforded by the uniforms of Naval officers; and above all the tremendous salutation that came from all steam whistles within range and the shouts of the multitude, doubly enthusiastic and happy because the news had just come that the battleship "Oregon" had safely

arrived at Barbadoes after her perilous race of 13,000 miles from San Francisco — the best news since the battle of Manila Bay.

ALASKA

SCREW SLOOP

*Tonnage, 1,122**Guns, 12*

NAMED FOR ALASKA TERRITORY

Organized 1868

Launched October 31, 1868, at the Navy Yard, Charlestown, Massachusetts.

Sponsors: MISS GRACE HULL, daughter of Mayor Hull, of Boston, named the vessel. MISS EMMA HARTT, daughter of Naval Constructor Edward Hartt, U. S. Navy, knocked away the last wedge.

ALBANY (2D)

UNARMORED PROTECTED CRUISER

*Length, 346 feet**Beam, 43 feet**Draft, 16 feet**Displacement, 3,954 tons*

NAMED FOR THE CITY OF ALBANY

Capital of New York

Launched January 14, 1899, at the Armstrong Mitchel Company, Newcastle-on-Tyne, England. Purchased on the stocks by the United States March 16, 1898.

Sponsor: MRS. JOHN CHARLES COLWELL, wife of Captain John C. Colwell, United States Navy, U. S. Naval Attaché in London at the time of launching.

ALGOMA

SCREW SLOOP

Tonnage, 483

NAMED FOR ALGOMA, WISCONSIN

(Indian named town)

Launched August 18, 1868, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS MARIA DECATUR (Mrs. Wyndham Mayo), daughter of Captain Stephen Decatur, U. S. Navy.

ALLIANCE (2D), Launched "HURON"

SLOOP OF WAR

Length, 213 feet

Beam, 35 feet

Draft, 16 feet

Displacement, 1,805 tons

NAMED FOR ALLIANCE 1ST

(Named in compliment to France, our ally in the Revolutionary War)

Launched March 8, 1875, at the Navy Yard, Norfolk, Virginia.

Sponsor: MISS EULALIE BOUSH (Mrs. DeWitt Coffman), daughter of Naval Constructor George R. Boush, who built the ship.

THE sun shone in splendor and everything was auspicious for the launch of the sloop-of-war "Huron." Long before the appointed time streams of humanity poured into the Navy Yard. A battalion of marines in full uniform was drawn up on the ground, and a full brass band. Without the least impediment the gallant ship freed herself and slid off the ways in

magnificent style. The crowd cheered, the band played, and a national salute of twenty-one guns was thundered from the "New Hampshire." Just as she moved off the ways Miss Eulalie Boush, lovely daughter of Constructor Boush, broke a christening bottle of old native Virginia wine over the bows of the ship and said: "Thy name is 'Huron' and may success attend thee."

AMMEN

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet, 5 inches

Displacement, 883 tons

NAMED FOR REAR-ADMIRAL DANIEL AMMEN,
U. S. NAVY

Launched September 20, 1910, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: MISS ETHEL C. ANDREWS, Camden, New Jersey, daughter of Mr. G. M. Andrews, the General Manager of the New York Shipbuilding Company.

Maids of Honor: Miss Priscilla Magoun and Miss Mary Magoun, daughters of the Vice-President of the Shipbuilding Company, Miss Christine Wright and Miss Ethel Scovel, Miss Beatrice Scovel, Miss Elizabeth Macgill and Miss Marian Furness.

REAR-ADMIRAL DANIEL AMMEN, U. S. Navy, was born in Ohio in 1820. Appointed Midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the "Roanoke," and in command of the "Seneca." Commanded the "Seneca" at battle of Port Royal, November 7, 1861. Commanded the "Patapsco" in

the attack on Fort McAlister and Fort Sumter, 1863. Commanded the "Mohican" in bombardment of Fort Fisher, 1864 and 1865.

AMPHITRITE

DOUBLE TURRET MONITOR

Length, 259 feet

Beam, 55 feet

Draft, 14 feet

Displacement, 4,000 tons

NAMED FOR "AMPHITRITE"

(Wife of Neptune and daughter of Oceanus)

Launched June 7, 1883, at the yard of Harlan & Hollingsworth, Wilmington, Delaware.

Sponsor: MISS NELLIE BENSON, daughter of Captain N. R. Benson, of the Harlan & Hollingsworth Co.

UNITED STATES ship "Amphitrite" was engaged May 12, 1898, at San Juan, Porto Rico. Under fire July 5, 1898, off Cardenas, Cuba.

ANNAPOLIS

COMPOSITE GUNBOAT

Length, 168 feet

Beam, 36 feet

Draft, 12 feet

Displacement, 1,010 tons

NAMED FOR CITY OF ANNAPOLIS, MARYLAND

(The capital of Maryland and the seat of the United States Naval Academy)

Launched December 23, 1896, at Crescent Shipyard, Elizabeth, New Jersey.

Sponsor: MISS GEORGIA PORTER, daughter of Captain Theodoric Porter, U. S. Navy.

UNITED STATES ship "Annapolis" was engaged July 15, 1898, Baracoa, Cuba, Spanish-American War.

ARKANSAS (3D)

FIRST-CLASS BATTLESHIP

*Length, 554 feet**Beam, 93 feet**Draft, 28 feet**Displacement, 26,000 tons*

NAMED FOR THE STATE OF ARKANSAS

(Which was admitted to the Union in 1836)

Launched January 14, 1911, at New York Ship-building Company, Camden, New Jersey.

Sponsor: Miss MARY LOUISE MACON, Helena, Arkansas, daughter of Representative Robert B. Macon, Member of Congress from Arkansas.

AMONG those present were Representative Macon; Honorable George von L. Meyer, Secretary of the Navy; Honorable Beekman Winthrop, Assistant Secretary of the Navy; Admiral of the Navy of the Argentine Republic; many United States Senators and Congressmen from Washington; a great throng of people, many of them having come all the way from Arkansas.

While twenty thousand spectators watched in breathless silence, Miss Mary Macon, a dainty Southern girl, shattered a bottle of sparkling champagne against the towering prow just as the great ship started its splendid poise and moved slowly and evenly into the Delaware.



Photo by New York Shipbuilding Co.

LAUNCH OF U.S. BATTLESHIP "ARKANSAS"

ATLANTA (2D)

UNARMORED PROTECTED CRUISER

Length, 277 feet

Beam, 42 feet

Draft, 16 feet, 10 inches

Displacement, 3,000 tons

NAMED FOR THE CITY OF ATLANTA

(The capital of Georgia)

Launched October 9, 1884, at the shipyard of John Roach & Sons, Chester, Pennsylvania.

Sponsor: MISS JESSIE LINCOLN (Mrs. J. L. Beckwith), daughter of Mr. Robert Lincoln, the Secretary of War under President Arthur.

AMONG those present were Secretary of War Robert Lincoln, Secretary of the Navy William E. Chandler, Rear-Admiral Simpson, Rear-Admiral Jouett, and many distinguished officials.

"A dauntless soul erect, who smiled on death."

AYLWIN

TORPEDO BOAT DESTROYER

Length, 305 feet

Beam, 30 feet

Draft, 9 feet

Displacement, 1,010 tons

NAMED FOR LIEUTENANT JOHN CUSHING AYLWIN, U. S. NAVY

Launched November 23, 1912, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. JOSEPH WRIGHT POWELL (Bertha Osterhout), wife of Mr. Joseph W. Powell, Assistant

to the President of the Cramp Shipbuilding Company, formerly a Constructor in the Navy, who resigned.

LIEUTENANT AYLWIN was born in Quebec, Canada. At the commencement of the War of 1812, he was asked by Captain Isaac Hull to go with him on the "Constitution," and April 24, 1812, was appointed sailing master in the United States Navy. Took prominent part in the engagement, August 19, 1812, between the "Constitution" and the "Guerrière." Was highly commended by Captain Hull for skill in handling and maneuvering the "Constitution" during the fight. Was wounded in the shoulder. Commanded the forecastle division in action between the "Constitution" and the "Java," December 29, 1812, and was commended for bravery and coolness in action. Was severely wounded and died from effects of the wound, January 28, 1813.

In his journal Captain Hull speaks of him as a young officer of great promise, and in the report of his death calls him "A dauntless soul erect, who smiled on death."

A-1 (Formerly PLUNGER)

SUBMARINE TORPEDO BOAT

Displacement, 122 tons

Launched February 1, 1902, at Crescent Shipyard, Elizabethport, New Jersey.

Sponsor: MISS ERNESTINE WARDWELL, of Baltimore, Maryland.

A-2 (Formerly ADDER)

SUBMARINE TORPEDO BOAT

Displacement, 122 tons

Launched July 22, 1901, at Crescent Shipyard, Elizabeth, New Jersey.

Sponsor: MRS. WAINWRIGHT.

A-3 (Formerly GRAMPUS 3D)

SUBMARINE TORPEDO BOAT

Displacement, 125 tons

Launched July 31, 1902, at Union Iron Works, San Francisco, California, for the J. P. Holland Torpedo Boat Company.

Sponsor: MRS. MARLEY F. HAY, wife of Superintendent of Construction at the Union Iron Works.

A-4 (Formerly MOCCASIN)

SUBMARINE TORPEDO BOAT

Displacement, 122 tons

Launched June 13, 1903, at Crescent Shipyard, Elizabethport, New Jersey, for the J. P. Holland Torpedo Boat Company.

Sponsor: MRS. RICE.

A-5 (Formerly PIKE)

SUBMARINE TORPEDO BOAT

Displacement, 125 tons

Launched January 14, 1903, at Union Iron Works, San Francisco, California.

Sponsor: MRS. FRANK BAKER ZAHM, wife of Naval Constructor F. B. Zahm, U. S. Navy, on duty at Union Iron Works at the time.

A-6 (Formerly PORPOISE)

SUBMARINE TORPEDO BOAT

Displacement, 122 tons

Launched June 24, 1903, at Crescent Shipyard, Elizabethport, New Jersey, for J. P. Holland Torpedo Boat Company.

Sponsor: MRS. E. B. FROST, wife of Mr. E. B. Frost, of the Crescent Shipyard.

A-7 (Formerly SHARK)

SUBMARINE TORPEDO BOAT

Displacement, 122 tons

Launched June 24, 1903, at Crescent Shipyard, Elizabethport, New Jersey, for the J. P. Holland Torpedo Boat Company.

Sponsor: MRS. WALTER STEVENS TURPIN, wife of Lieutenant Commander Turpin, U. S. Navy, on duty at Crescent Shipyard at the time.

BAGLEY

TORPEDO BOAT

*Length, 157 feet**Beam, 17 feet**Draft, 1**feet**Displacement, 175 tons*

NAMED FOR ENSIGN WORTH BAGLEY.

Launched September 25, 1900, at P
Bath, Maine.

Sponsor: MRS. JOSEPHUS DANIELS (Aunt
Bagley), eldest sister of Ensign Worth Bagley.

Eight representatives of Ensign Bagley's family were present.

There were numbers of offerings of flowers sent by Spanish War Camps named for Ensign Worth Bagley, making the "Bagley" almost a ship of flowers, the prow having been covered with flowers bearing the name Bagley, given by Worth Bagley Camp, Spanish War Veterans of Charlestown, Massachusetts.

A bronze memorial tablet, placed on the conning tower, and a bronze name-plate for the ship, were the gifts of his mother, Mrs. Adelaide Worth Bagley.

Unusual interest was manifested in the launching, and delegations from various war camps and many naval officers were present.

A bottle of champagne braided in ribbons of the national colors was used to baptize the ship.

ENSIGN WORTH BAGLEY, U. S. Navy, was born in Raleigh, North Carolina, April 6, 1874; was appointed Naval Cadet September, 1891; Ensign July, 1897. Ensign Bagley was the first naval officer killed in action during the Spanish-American War of 1898. He served on the United States torpedo boat "Winslow" and lost his life in its attack on batteries at Cardenas, Cuba, May 11, 1898.

BAILEY

TORPEDO BOAT

Length, 205 feet

Beam, 19 feet

Draft, 6 feet

Displacement, 280 tons

NAMED FOR REAR-ADMIRAL THEODORUS BAILEY,
U. S. NAVY

Launched December 5, 1899, at Gas Engine and Power Company, Morris Heights, New Jersey.

Sponsor: MISS FLORENCE BEEKMAN BAILEY (Mrs. Chester B. Lawrence), granddaughter of Rear-Admiral Theodorus Bailey.

REAR-ADMIRAL THEODORUS BAILEY, United States Navy, was born in New York in 1805. Appointed Midshipman in 1818. In the Mexican War, in command of the "Lexington," 1847-48, he distinguished himself in fitting out and leading expeditions against the enemy. In the Civil War he was Farragut's second in command in the battle of New Orleans. In the "Cayuga" led the attacks on Forts Jackson and St. Philip. Unguarded, accompanied by Lieutenant George H. Perkins, he faced a maddened crowd and formally demanded the surrender of New Orleans. Was officially commended by Farragut and chosen bearer of despatches to Washington announcing the victory.

BAINBRIDGE (2D)

TORPEDO BOAT DESTROYER

Length, 245 feet

Beam, 23 feet

Draft, 9 feet

Displacement, 420 tons

NAMED FOR COMMODORE WILLIAM BAINBRIDGE,
U. S. NAVY

Launched August 27, 1901, at Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS BAINBRIDGE-HOFF (Mrs. Bertram Greene), great-granddaughter of Commodore William Bainbridge, and daughter of Captain William Bainbridge-Hoff, U. S. Navy.

Secretary of the Navy John D. Long was present.

COMMODORE WILLIAM BAINBRIDGE, United States Navy, was born in Princeton, New Jersey, in 1774. In command of the "Norfolk," captured a number of French privateers. In command of the "Constitution" in 1812, captured the British frigate "Java," in which fight he was severely wounded. For gallantry in this fight he received a gold medal from Congress.

BALCH

TORPEDO BOAT DESTROYER

Length, 305 feet

Beam, 31 feet

Draft, 9 feet

Displacement, 1,010 tons

NAMED FOR REAR-ADMIRAL GEORGE BEALL
BALCH, U. S. NAVY

Launched December 21, 1912, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS GRACE BALCH, daughter of Rear-Admiral George Beall Balch.

In naming the ship, Miss Balch said:

"'BALCH,' I name thee!

Sail on, nor fear to breast the sea.

Our hearts, our hopes are all with thee."

Accompanying Miss Balch were Mrs. George Beall Balch, Stephen Bloomer Balch, Mr. and Mrs. Frederick E. Sears, Rev. and Mrs. George William Lay, Mr. and Mrs. Francis DuPont Balch, Mr. and Mrs. Malcolm K. Gordon, Mrs. George V. Balch, and a number of guests.

REAR-ADMIRAL GEORGE BEALL BALCH, United States Navy, was born in Shelbyville, Ten-

nessee in 1821. Appointed Acting Midshipman in 1837. Was in the Mexican War from May, 1846, to its close. In the attack on Alvarado under Commodore Conner and the joint bombardment with the Army at Vera Cruz, the surrender of that city, and San Juan d' Ulloa, March, 1847, and at the capture of Tampico.

He was executive officer of the "Plymouth," 1851-55, with Commodore Perry in the Japan expedition. In command of the advance post at Shanghai, was wounded in a fight between rebels and Imperialists.

In the Civil War performed many heroic services. In command of the "Pawnee" in 1863, saved General Terry's command when attacked by Confederate batteries. Engaged in the joint operations of Rear-Admiral Dahlgren's Navy forces and General Foster's Army forces in Stono River, South Carolina, in 1864, and in bombardment of Battery Pringle. In 1865, among other operations, successfully engaged Confederate batteries at North Edisto, South Carolina.

In recognition of his efficient services Commander Balch was advanced one grade, to the rank of Captain, in 1866. Commodore 1872, Rear-Admiral 1878.

BALTIMORE (3D)

UNARMORED PROTECTED CRUISER

Length, 327 feet

Beam, 48 feet

Draft, 19 feet

Displacement, 4,413 tons

NAMED FOR THE CITY OF BALTIMORE, MARYLAND

Launched October 6, 1888, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. THEODORE D. WILSON, wife of Chief Constructor Theodore D. Wilson, U. S. Navy.

UNITED STATES ship "Baltimore" was present at the War in Chili in 1891. Took part in the battle of Manila Bay, May 1, 1898, Spanish-American War.

BANCROFT

TRAINING SHIP (GUNBOAT)

Length, 187 feet

Beam, 32 feet

Draft, 12 feet

Displacement, 829 tons

NAMED FOR GEORGE BANCROFT

American historian and statesman and founder of the United States Naval Academy at Annapolis, who was born at Worcester, Massachusetts, October 3, 1800. In 1845 he entered President Polk's Cabinet as Secretary of the Navy, with the determination of founding a Naval Academy. Served until 1846, when for a month he acted as Secretary of War.

The "Bancroft" was launched April 13, 1892, at Crescent Shipyard, Elizabeth, New Jersey.

Sponsor: MISS MARY FRANCES MOORE (Mrs. Charles Wight MacQuoid), daughter of Mr. Miller Moore, the Treasurer of the Shipbuilding Company, and granddaughter of Mr. Samuel L. Moore, the President of the Company. Miss Moore was invited by Secretary of the Navy Tracy to name the vessel.

Miss Moore made a pretty picture as the wind tossed her blond hair and the long ribbons of her big hat. She cried in a clear voice: "I name thee 'Bancroft,'" and whirling the beribboned bottle around, smashed it upon the bow. The ship slid away like a bird, her deck covered with cheering people, while every whistle tooted wildly and the great crowd set up a shout.

Among those present were Mr. and Mrs. Miller F. Moore, Mr. and Mrs. D. G. Moore, George W. Mel-

ville, Chief of Bureau of Steam Engineering, U. S. Navy, Chief Constructor Wilson, U. S. Navy, and many other prominent officials.

BARNEY

TORPEDO BOAT

Length, 157 feet

Beam, 17 feet

Draft, 4 feet, 11 inches .

Displacement, 175 tons

NAMED FOR COMMODORE JOSHUA BARNEY,
U. S. NAVY

Launched July 28, 1900, at Bath Iron Works, Bath, Maine.

Sponsor: MISS ESTHER NICHOLSON BARNEY, of Fredericksburg, Virginia, daughter of Captain Joseph N. Barney, and a great-granddaughter of Commodore Joshua Barney, for whom the vessel is named. Miss Barney's great-grandmother was a sister of Commodore Samuel Nicholson and Commodore James Nicholson.

Miss Barney was accompanied by her mother, Mrs. J. N. Barney; her sister, Mrs. J. W. Adams; and her nephew, Nicholas Barney Adams, of Fredericksburg, Virginia.

COMMODORE JOSHUA BARNEY, United States Navy, was born in Baltimore in 1759. He was for some time in the French Navy. Was very active in the Revolutionary War, and, among other deeds, led a boarding party in the capture of the ship "Charming Molly." In command of the "Hyder Ali," of 16 guns, captured the British sloop-of-war "General Monk," of 18 guns, off Cape May. Was wounded at the battle of Bladensburg.

BARRY (2D)

TORPEDO BOAT DESTROYER

Length, 245 feet.

Beam, 23 feet

Draft, 6 feet, 6 inches

Displacement, 420 tons

NAMED FOR COMMODORE JOHN BARRY, U. S. NAVY

Launched March 22, 1902, at Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS CHARLOTTE ADAMS BARNES, great-grandniece of Commodore John Barry.

A special jubilee of all the Irish Societies was made on this occasion.

COMMODORE JOHN BARRY, United States Navy, was born in Ireland in 1745. He received one of the first commissions in the Navy. In 1776 commanded the "Lexington," the first cruiser to sail, and captured the British schooner "Edward," the first Navy prize. In 1781, returning from conveying to France our Minister Laurens in the "Alliance," he captured the "Atalanta" and "Trepassa," and was severely wounded. He held many important commands and was one of the bravest and most daring of officers. He was the third Commander-in-Chief of the Navy.

BEALE

TORPEDO BOAT DESTROYER

*Length, 289 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*

NAMED FOR LIEUTENANT EDWARD FITZGERALD
BEALE, U. S. NAVY

Launched April 30, 1912, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. JOHN R. McLEAN (Emily Beale), Washington, District of Columbia, daughter of Lieutenant Edward Fitzgerald Beale, U. S. Navy.

Among those present were the Russian Ambassador and Mme. Bahkmetieff, the latter another daughter of Lieutenant Beale, and Mr. and Mrs. Edward Beale McLean, his grandchildren.

LIEUTENANT EDWARD FITZGERALD BEALE, United States Navy, afterwards General Beale, United States Army, whose father and grandfather served in the United States Navy and were awarded medals of honor by Congress, was graduated from the Naval Academy in 1842.

During the War with Mexico he distinguished himself by carrying despatches through the enemy's lines, and was presented with a sword by his fellow-officers for his gallant services. He was commended for conspicuous bravery by Commodore Stockton.

After this War he resigned to become Superintendent of Indian Affairs. He was given rank of Major-General and detailed to terminate the Indian War in California.

He became Minister to Austria under President Grant.



Photo by J. W. Davidson

LAUNCHING PARTY OF TORPEDO BOAT
DESTROYER "BENHAM"

BENHAM

TORPEDO BOAT DESTROYER

Length, 305 feet

Beam, 31 feet

Draft, 9 feet

Displacement, 1,010 tons

NAMED FOR REAR-ADMIRAL ANDREW ELLICOTT
KENNEDY BENHAM, U. S. NAVY

Launched March 22, 1913, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss EDITH WALLACE BENHAM, only daughter of Rear-Admiral Andrew E. K. Benham, U. S. Navy. Miss Benham broke a bottle of champagne upon the bow of the vessel, saying: "'Benham' I name thee, in the name of the United States." Master Harry Benham, grandson of Rear-Admiral Benham, and son of the late Lieutenant Henry Kennedy Benham, U. S. Navy, helped to saw away the last block that held the ship. The little boy exclaimed: "There she goes! I did it."

Accompanying Miss Benham were Miss Emily Benham, sister of Rear-Admiral Benham; Master Harry Benham and his mother, Mrs. Philip Walker; Rear-Admiral Charles E. Clark, who commanded the "Oregon" in the Spanish-American War; Mrs. Clark; Rear-Admiral Willard H. Brownson, whose ship "Detroit" was ordered by Admiral Benham to fire the shot at the Brazilian insurgents' ship that ended the Revolution in January, 1894; Captain Albert W. Grant, who was navigator of the "San Francisco," Rear-Admiral Benham's flagship; Lieutenant W. H. Faust, who was Rear-Admiral Benham's flag secretary; Captain Reynold T. Hall and Mrs. Hall; Naval Constructor Elliot Snow and Mrs. Snow.

REAR-ADMIRAL ANDREW ELLICOT KENNEDY BENHAM, U. S. Navy, was born at Staten Island, New York, April 10, 1832; appointed Midshipman in 1847; served on the brig "Dolphin" in the East India squadron, 1847-1850; was wounded during the capture of a piratical Chinese junk near Macao, China; in Brazil squadron and Paraguay expeditions 1858-1859; South Atlantic Blockading Squadron in 1861-1862; took part in the battle of Port Royal; West Gulf Blockading Squadron 1863-1865, when his ship was at sea for thirteen months without going into port; in command of North Atlantic Station 1892-1893; ordered to Brazil in 1893, in chief command during the rebellion. On January 29, 1894, he took action to prevent the insurgent Brazilian Navy from interfering with United States merchant vessels in innocent and regular operations of loading and unloading at the wharves of Rio Janeiro, that city being in the hands of the regular government. For this action, which set a new precedent in international law, he received the commendation of the United States Government and the approval of his countrymen. He retired later in 1894. Upon his giving up command the Secretary of the Navy, the Hon. Hilary A. Herbert, wrote him a letter, as follows:

"SIR, — Upon your retirement from active service I desire to express to you the Department's appreciation of the ability and good judgment shown by you in guarding American interests while in command of the South Atlantic squadron.

"Your prompt and decisive action at Rio de Janeiro, Brazil, in giving full protection to United States commerce merits especial commendation, and I congratulate you upon such a happy termination of a long and honorable career on the active list in the Navy."

He died at Lake Mahopac, New York, on August 11, 1905.

Rear-Admiral Benham's father, Commander Timothy Green Benham, U. S. Navy, was born near New Haven, Connecticut, August 10, 1793. Midshipman in 1814. Served in Commodore Porter's squadron in the West Indies for the suppression of piracy and was wounded in an encounter with pirates. Had distinguished service during the Mexican War in command of the "Bonita," and took an active part in the expedition against Vera Cruz, Alvarado, Trontero, Tobasco and Laguna les Terminos in 1846. Died June 17, 1861, at Staten Island, New York.

Lieutenant Henry Kennedy Benham, United States Navy, son of Rear-Admiral A. E. K. Benham, was born July 27, 1867; appointed Midshipman in 1884; attached to the "Marietta" when with the "Oregon" she made the memorable voyage from the Pacific to the Atlantic in 1898, Spanish-American War. He died when in command of the "Truxtun," April 8, 1904.

BENNINGTON

G U N B O A T

Length, 230 feet

Beam, 36 feet

Draft, 14 feet

Displacement, 1,710 tons

NAMED FOR THE TOWN OF BENNINGTON, VERMONT

(In commemoration of the Battle of Bennington, Aug. 16, 1777)

Launched June 3, 1890, at N. F. Palmer & Company, Chester, Pennsylvania.

Sponsor: Miss ANNE ASTON, daughter of Chief Engineer Ralph Aston, U. S. Navy, Inspector of Machinery for the United States Navy at Chester at that time.

BIDDLE

TORPEDO BOAT

*Length, 157 feet**Beam, 17 feet**Draft, 4 feet, 11 inches**Displacement, 175 tons*

NAMED FOR CAPTAIN NICHOLAS BIDDLE,
U. S. NAVY

Launched May 18, 1901, at Bath Iron Works, Bath, Maine.

Sponsor: MISS EMILY B. BIDDLE (Mrs. Charles West Churchman), of Philadelphia, Pennsylvania, great-great-grandniece of Captain Nicholas Biddle.

CAPTAIN NICHOLAS BIDDLE, U. S. Navy, was born in Philadelphia in 1750. He was in command of "Andrea Doria," 16 guns, in 1775, and captured so many prizes that he had but five of his original crew when he returned to the Delaware River. Sailed not long after from Charleston, South Carolina, and in a few days came back with four prizes. In engagement with the "Yarmouth," 64 guns, March, 1778, his ship, the "Randolph," 32 guns, blew up and the gallant Biddle and three hundred men perished in a blaze of glory.

BIRMINGHAM

UNARMORED SCOUT CRUISER

*Length, 420 feet**Beam, 47 feet**Draft, 16 feet**Displacement, 3,750 tons*

NAMED FOR THE CITY OF BIRMINGHAM, ALABAMA

Launched May 29, 1907, at Fore River Shipbuilding Company, Quincy, Massachusetts.



Photo by Via Tack Shipbuilding Co.

NAMING PARTY OF U.S. TORPEDO BOAT DESTROYER "BURROWS"

Sponsor: MISS MARY CAMPBELL (Mrs. Lewis Underwood), daughter of Mr. E. K. Campbell, a prominent lawyer of Birmingham, Alabama.

A PARTY of thirty people went up from Birmingham. Eight young Birmingham girls were Maids of Honor, selected for prominence of families.

BLAKELEY

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 6 feet

Displacement, 196 tons

NAMED FOR LIEUTENANT JOHNSTON BLAKELEY,
U. S. NAVY

Launched November 23, 1900, at George Lawley & Son Corporation, Boston, Mass.

Sponsor: MISS NELLIE M. WHITE, Winchenden Springs, Massachusetts, a relative of Hon. John D. Long, Secretary of the Navy.

CAPTAIN JOHNSTON BLAKELEY, U. S. Navy, was born in Ireland in 1781. Was appointed Midshipman in 1800. In 1813, in command of the "Enterprise," captured the privateer "Fly." In 1814, in the "Wasp," captured H. B. M. S. "Reindeer" by superior gunnery. Congress voted him a gold medal. He cut out the "Mary" with military stores from under the guns of the "Armada," 74 guns. Sank the "Avon." Captured the "Atalanta." He was lost at sea in the "Wasp," in 1814.

BOXER (4TH)

WOODEN BARKENTINE TRAINING SHIP

Length, 118 feet

Beam, 29 feet

Draft, 9 feet

Displacement, 346 tons

NAMED FOR THE BRIG BOXER

(Captured by the U. S. brig "Enterprise" in 1813)

Launched October 11, 1904, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS HELEN DRURY (Mrs. James Harvey Tomb), daughter of Pay Director Hiram E. Drury, U. S. Navy.

BRANDYWINE

FRIGATE

Forty-four guns

Tonnage, 1825

NAMED FOR BRANDYWINE CREEK

(The scene of the battle of Brandywine, Sept. 11, 1777)

Launched June 16, 1825, at the Navy Yard, Washington, District of Columbia.

Sponsor: CAPTAIN MARMADUKE DOVE, U. S. Navy.

"About eight o'clock we observed the President of the United States on the main deck of the frigate standing near Lieutenants Skinner and Platt of the Navy. We also observed officers of the Yard on board, among whom we recognized Colonel Briarly, and near the bows Captain Dove with a bottle in his hand to be employed in the usual ceremony of christening. On the wharf stood Commodore Tingey and his lady and a number of spectators. Alongside the wharf in a gunboat moored near for the purpose was Judge Southard, Secretary of the Navy, his wife and daughter. The ship smote the water in fine style and Captain Dove, sta-

LIEUTENANT WILLIAM BURROWS, United States Navy, was a Midshipman in 1799. He distinguished himself at Tripoli. He died on the American brig "Enterprise" during the fight with the British brig "Boxer" September 13, 1813. He encouraged his men by calling to them, "Stand fast, and the day will soon be ours."

Among the many men prominent in early colonial history, numbered in the Burrows family, was Major Robert Pike, prominent in the King Philip War, because of his opposition to the Salem Witchcraft delusion, and for his liberality and breadth of view on religious questions. His life has been published under the title of *The New Puritan*.

B-1 (Formerly VIPER)

SUBMARINE TORPEDO BOAT

Displacement, 170 tons

Launched March 30, 1907, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, of New York.

Sponsor: MRS. LAWRENCE Y. SPEAR, wife of Vice-President Lawrence Y. Spear, of the Electric Boat Company, formerly a Naval Constructor, U. S. Navy, who resigned.

B-2 (Formerly CUTTLEFISH)

SUBMARINE TORPEDO BOAT

Displacement, 170 tons

Launched September 1, 1906, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, of New York.

Sponsor: MISS ELEANOR GOW, young daughter of Commander John L. Gow, U. S. Navy, on duty at Fore River at the time.

B-3 (Formerly TARANTULA)

SUBMARINE TORPEDO BOAT

Displacement, 170 tons

Launched March 30, 1907, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, New York.

Sponsor: MRS. GEORGE STANLEY RADFORD, wife of Naval Constructor G. S. Radford, U. S. Navy, on duty at Fore River Shipbuilding Company at the time.

CALIFORNIA

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF CALIFORNIA

(Which was admitted to the Union in 1850)

Launched April 28, 1904, at Union Iron Works, San Francisco, California.

Sponsor: MISS FLORENCE PARDEE, daughter of Governor George C. Pardee, of California.

Mrs. Walter S. Martin, daughter of Henry T. Scott, President of the Union Iron Works, pressed the button starting the ship.

The launching took place under the auspices of the Native Sons of the Golden West.

CANANDAIGUA

STEAM SLOOP

Tonnage, 1,395

Seven guns

NAMED FOR CANANDAIGUA RIVER

Launched March 28, 1862, at the Navy Yard, Charlestown, Massachusetts.

Sponsors: MRS. J. W. STONE, of Dorchester, and MRS. J. B. DOW, of Boston, each broke a bottle on her bow and announced her name, as the National Flag was unfurled at her bow, main and stern.

UNITED STATES ship "Canandaigua," in 1863 took part in operations off Charleston, South Carolina. Rescued the officers and crew of the "Housatonic" sunk by a torpedo off Charleston, February 17, 1864.

CANONICUS

SINGLE TURRET MONITOR

Two guns

Tonnage, 1,032

NAMED FOR CANONICUS

(Chief of the Narragansett Indians, who gave to Roger Williams the land on which Providence, R. I., was founded in 1636)

Launched August 1, 1863, at the yard of Harrison Loring, Boston, Massachusetts.

Sponsor: MISS MACOMB, daughter of Chief Engineer Macomb, U. S. Navy, christened the battery as it touched the water.

THE U. S. S. "Canonicus" engaged the battery at Howlett's, James River, in 1864. Took part in attacks on Fort Fisher in 1864. Was struck thirty-six times the first day. Was under fire at Fort Moultrie.

CASSIN

TORPEDO BOAT DESTROYER

Tonnage 1,010

NAMED FOR CAPTAIN STEPHEN CASSIN, U. S. NAVY

Launched May 20, 1913, at Bath Iron Works, Bath, Maine.

Sponsor: MISS HELEN CASSIN CARUSI, great-granddaughter of Captain Stephen Cassin.

CAPTAIN STEPHEN CASSIN was born in Philadelphia in 1783. Entered the Navy as Midshipman in 1800. He served with distinction in Tripoli. In War of 1812 commanded "Ticonderoga" in battle of Lake Champlain, and was rewarded by Congress with a gold medal for bravery in that action. Four of the enemy's gunboats united in an attack upon the "Ticonderoga," again and again coming almost within grappling distance, but were as often repulsed.

CASTINE

GUNBOAT

*Length, 204 feet**Beam, 32 feet**Draft, 12 feet**Displacement, 1,177 tons*

NAMED FOR THE CITY OF CASTINE, MAINE

Launched May 11, 1892, at Bath Iron Works, Bath, Maine.

Sponsor: MISS MARTHA HICHBORN (Mrs. Paul Pearsall), daughter of Chief Constructor Philip Hichborn, United States Navy.

U. S. S. "Castine" was attached to the Atlantic fleet, Spanish-American War. Under fire July 5, 1898, at Mariel, Cuba.

CHARLESTON (1ST)

UNARMORED PROTECTED CRUISER

Displacement, 4,040 tons

NAMED FOR THE CITY OF CHARLESTON, SOUTH
CAROLINA

Launched July 19, 1888, at Union Iron Works, San Francisco, California.

Sponsor: Miss ALICE SCOTT (Mrs. Alice Scott Smith), San Francisco, California, daughter of the President of the Union Iron Works.

THE United States ship "Charleston" took Island of Guam, 1898, during the Spanish-American War. Struck an uncharted reef north of Luzon Island, in 1899, and was lost.

CHARLESTON (2D)

UNARMORED PROTECTED CRUISER

Length, 424 feet

Beam, 66 feet

Draft, 22 feet

Displacement, 9,700 tons

NAMED FOR CITY OF CHARLESTON, SOUTH CAROLINA,
AND FOR U. S. S. "CHARLESTON"

Launched January 23, 1904, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: Miss HELEN RHETT (Mrs. Theodore J. Simons, Jr.), daughter of the Mayor of Charleston, South Carolina.

CHATTANOOGA (2D)

UNARMORED PROTECTED CRUISER

*Length, 292 feet**Beam, 44 feet**Draft 15 feet, 9 inches**Displacement, 3,200 tons*

NAMED FOR THE CITY OF CHATTANOOGA,
TENNESSEE

Launched March 7, 1903, at Crescent Shipyard, Elizabeth, New Jersey.

Sponsor: Miss LILIAN NELL CHAMBLISS, daughter of the Mayor of Chattanooga, Tennessee. Miss Frances Bond and Miss Rieta Faxon were Maids of Honor.

CHAUNCEY

TORPEDO BOAT DESTROYER

*Length, 245 feet**Beam, 23 feet**Draft, 6 feet**Displacement, 420 tons*

NAMED FOR COMMODORE ISAAC CHAUNCEY,
U. S. NAVY

Launched October 26, 1901, at Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. MAE CHAUNCEY STANTON TODD, Grand Rapids, Michigan, great-granddaughter of Commodore Chauncey.

COMMODORE ISAAC CHAUNCEY, U. S. Navy, was born in Black Rock, Connecticut, in 1772. Entered the Navy as a Lieutenant in 1799. In 1802 was appointed Acting Captain of the frigate "Chesapeake,"

the flagship of Commodore Valentine Morris' squadron against Tripoli. Bore distinguished part in operations against Tripoli. In War of 1812 was appointed to command on all the Lakes except Champlain. Under his direction the major part of our fleet on the Great Lakes was built and afterwards used successfully at York (now Toronto) and along the whole of the Niagara frontier, especially against Sir James Yeo's fleet. He is described as "A model of gallantry, energy and skill."

CHESTER

UNARMORED SCOUT CRUISER

Length, 420 feet Beam, 47 feet Draft, 16 feet, 9 inches
Displacement, 3,750 tons

NAMED FOR THE CITY OF CHESTER

(The oldest town in Pennsylvania)

Launched June 26, 1907, at Bath Iron Works, Bath, Maine.

Sponsor: MISS DOROTHY WALLACE SPROUL, Chester, Pennsylvania, daughter of State Senator William C. Sproul.

CHEYENNE (Formerly WYOMING)

SINGLE TURRET MONITOR

Length, 252 feet Beam, 50 feet Draft, 12 feet
Displacement, 3,225 tons

RENAMED FOR THE CITY OF CHEYENNE

(The capital of Wyoming)

Launched September 8, 1900, at Union Iron Works, San Francisco, California.

Sponsor: MISS HATTIE WARREN (Mrs. John J. Pershing), daughter of United States Senator Francis

E. Warren, of Wyoming, named the Monitor "Wyoming" for the State of Wyoming. Governor Richards and staff, of Wyoming, were present.

CHICAGO

UNARMORED PROTECTED CRUISER

Length, 325 feet

Beam, 48 feet

Draft, 19 feet

Displacement, 4,500 tons

NAMED FOR THE CITY OF CHICAGO, ILLINOIS

Launched December 5, 1885, at John Roach & Sons', Chester, Pennsylvania.

Sponsor: MISS EDITH CLEBORNE (Mrs. Henry W. B. Glover), daughter of Medical Director Cuthbert J. Cleborne, U. S. Navy.

Mr. Du Bosy, according to a Japanese custom, let loose three birds at the moment of launching with red, white and blue ribbons around necks. In Japan doves were originally believed to be messengers of Hachiman, the warrior's patron god, and their use at the launching of the warship meant wishing success in arms.

THE U. S. S. "Chicago" was attached to the North Atlantic Fleet in the Spanish-American War.

CINCINNATI (2D)

UNARMORED PROTECTED CRUISER

Length, 300 feet

Beam, 42 feet

Draft, 18 feet

Displacement, 3,181 tons

NAMED FOR THE CITY OF CINCINNATI, OHIO

Launched November 10, 1892, at the Navy Yard, New York, N. Y.

Sponsor: MISS STELLA MOSBY, daughter of the Mayor of Cincinnati, Ohio.

THE U. S. S. "Cincinnati" was under fire April 27, 1898, off Matanzas, Spanish-American War.

CLEVELAND

UNARMORED PROTECTED CRUISER

Length, 292 feet

Beam, 44 feet

Draft, 15 feet

Displacement, 3,200 tons

NAMED FOR THE CITY OF CLEVELAND, OHIO

Launched September 28, 1901, at Bath Iron Works, Bath, Maine.

Sponsor: MISS RUTH HANNA (Mrs. Medill McCormick), daughter of United States Senator Mark Hanna of Ohio.

COLORADO (1ST)

STEAM FRIGATE

Tons, 3400

Guns, 40

NAMED FOR COLORADO RIVER

Launched June 19, 1856, at the Navy Yard, Norfolk, Virginia.

Sponsor: MISS NANNIE SEDDON DORNIN (Mrs. Joseph N. Barney), daughter of Captain Thomas A. Dornin, U. S. Navy.

In her own words: "Accompanied by her father, Commodore Thomas A. Dornin, commanding the Navy Yard at

Norfolk, and by a distinguished company of Naval officers, she went on board the vessel, then in the immense shiphouse.

"While waiting for the signal to break the bottle of wine, an old sailor said: 'Miss Nannie, let me wipe off the bottle for you first.' Having been brought up in the Navy and acquainted with sailor tricks, Miss Dornin declined with thanks, fearing he would substitute water for the wine.

"The launching was a beautiful one, and as the 'Colorado' glided into the water, salutes were fired from the old 'Pennsylvania' and two other men-of-war which were off the Yard. The whistles of numerous steamboats, the cheers from hundreds of spectators assembled on the shore, made it almost impossible to hear the various bands. After quiet was restored, Miss Dornin was placed in a chair covered with a United States Flag, and shipped over the ship's side on to the deck of a steamer and landed at the Navy Yard, where she marched to the Commodore's house, preceded by the band and escorted by a large company of Naval officers, the Mayors of Norfolk and Portsmouth, and many distinguished men.

"An elegant collation was served at the Commodore's house, where Miss Dornin assisted her father and mother in receiving the guests. A ball was given in her honor when the 'Colorado' was commissioned, and she stood with the Admiral to receive the guests."

THE U. S. S. "Colorado" 1st, in 1861, took part in the attack on Pensacola, Florida. In 1862 engaged four Confederate steamers off S. W. Pass. In 1863 engaged in all bombardments and assaults on Fort Fisher.

COLORADO (2D)

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF COLORADO

(Which was admitted to the Union in 1876)

Launched April 25, 1903, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS CORA M. PEABODY (Mrs. James Grafton Rogers), daughter of James Hamilton Peabody, Governor of Colorado.

THOSE on the upper stand were Governor and Mrs. James H. Peabody, Miss Jessie Peabody, Mrs. James Peabody, Mayor Wright of Denver, Mrs. C. C. Welsh and daughters, Attorney-General and Mrs. Miller, Otto Mears, Ex-Governor and Mrs. J. B. Grant, all from Denver.

Others on the stand were Mayor Weaver of Philadelphia, Assistant Secretary of the Navy and Mrs. Darling, Assistant Secretary of State Francis B. Loomis; Chebik Bey, Turkish Embassy; Señor Riano, Spanish Embassy; Captain Borelskoff, Russian Legation; Commander Takahira, Japanese Legation; many Admirals and officers of the United States Navy.

The din of ten score wedges, the noise of twin saws, and the cries of hordes of workmen were all lost in the mighty shout and the screech of whistles that announced the successful launching of the "Colorado."

High up on the ways the great ship rested in her cradle. In the wonderful pageant Miss Cora Peabody

stood the central figure and 20,000 people cheered as she smashed the gaily decorated bottle. The champagne sprayed the sponsor but she was too busy cheering to mind. "Colorado — Hurrah" was the launching cry and it went up with a mighty shout. After the launch a banquet was served to a large number of guests at the shipyard.

COLUMBIA (5TH)

UNARMORED PROTECTED CRUISER

Length, 411 feet

Beam, 58 feet

Draft, 22 feet

Displacement, 7,350 tons

NAMED FOR THE DISTRICT OF COLUMBIA

Launched July 26, 1892, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS HELEN MORTON, daughter of Hon. Levi P. Morton, Vice-President of the United States.

UNITED STATES ship "Columbia" was with the North Atlantic Fleet, Spanish-American War.

CONCORD (2D)

GUNBOAT

Length, 230 feet

Beam, 36 feet

Draft, 14 feet

Displacement, 1710 tons

NAMED FOR CITY OF CONCORD, MASSACHUSETTS

(The scene of the Battle of Concord, in 1775)

Launched March 8, 1890, at John Roach & Son's, Chester, Pennsylvania.

Sponsor: MISS MINNIE DARLINGTON COATES, daughter of Major Joseph R. T. Coates, Mayor of Chester, Pennsylvania.

Among those present were Judge John S. Keyes, Daniel Chester French, the sculptor, and representatives from Concord, Massachusetts.

THE U. S. S. "Concord" was in Commodore George Dewey's squadron in the Battle of Manila Bay, May, 1, 1898, Spanish-American War.

CONNECTICUT (4TH)

FIRST CLASS BATTLESHIP

Length, 450

Beam, 76 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF CONNECTICUT

(Which ratified the Constitution in 1788)

Launched September 29, 1904, at the Navy Yard, New York, N. Y.

Sponsor: MISS ALICE WELLS, New York City, N. Y., daughter of Mr. Edgar F. Wells, and granddaughter of Gideon Wells, of Connecticut, Secretary of Navy during Civil War.

CONSTITUTION

WOODEN SAILING SHIP

44 guns

Displacement, 2,200 tons

NAMED IN HONOR OF THE CONSTITUTION OF THE UNITED STATES

Launched October 21, 1797, at Navy Yard, Boston, Massachusetts.

Sponsor: CAPTAIN JAMES SEVER, whose ship was on the stocks at Portsmouth, New Hampshire, await-

ing an action, went down to break a bottle of wine over her bow.

He stood at the heel of the bowsprit, and according to time-honored usage, baptized the ship with a bottle of choice Madeira, from the cellar of the Honorable Thomas Russell, a leading Boston merchant.

The people began to assemble at daylight to witness the launching, the firing of a gun being the signal that all was propitious. In the words of a newspaper writer of the day: "At fifteen minutes after twelve, at the first stroke of the spur shores, she commenced a movement into the water with such steadiness, majesty and exactness as to fill every heart with sensations of joy and delight."

"Saturday last, about half after twelve o'clock, the United States Ship 'Constitution' entered her destined element. She had a fine launch, without any accident happening, after which there was a discharge of sixteen guns. The 'Constitution' was originally to have been launched September 20th but disappointed a large number of people by sticking on the ways." — *Boston Gazette*, Monday, October 23, 1797.

"We were in hopes this day to have announced the launch of the frigate 'Constitution.' But after two attempts on Wednesday and Friday to set her afloat, she now remains in perfect safety on the ways on which she was constructed." — *Boston Weekly Gazette*, Sept. 25, 1797.

"Among the respectable spectators on the occasion was the Chief Magistrate of the United States, the Governor and Lieutenant Governor of this Commonwealth." — *Boston Mercury*, Sept. 22, 1797.

"First, her timbers are of our own growth and excellent. Second, her figure is like the 'Constitu-

tion,' beautiful, and she carries at her head the figure of Hercules. Third, the most important part of her as regards the safety of her people and which is immersed in a treacherous element, is covered with copper to secure her against those small vermin who like our Jacobins work out of sight secretly and insidiously." — *Columbian Sentinel*, Sept. 20, 1797.

THE U. S. frigate "Constitution" was famous in the Tripolitan War, 1804. Known as "Old Ironsides" for strength and good fighting in War of 1812. Captured five British vessels of war and ten other British vessels. Rebuilt by Order of Congress and now at Boston, Massachusetts.

"After you, Pilot." — CRAVEN

T. A. M. CRAVEN

TORPEDO BOAT

Length, 147 feet

Beam, 16 feet

Draft, 4 feet, 7 inches

Displacement, 146 tons

NAMED FOR CAPTAIN TUNIS AUGUSTUS MACDONOUGH
CRAVEN, U. S. NAVY

Launched September 25, 1899, at Bath Iron Works, Bath, Maine.

Sponsor: MISS AMY CRAVEN, daughter of Mr. Alfred E. Craven, and granddaughter of Captain T. A. M. Craven.

Those present were Mrs. Frank Learned, daughter of Captain T. A. M. Craven; Naval Constructor Lloyd Bankson, U. S. Navy, Lieutenant Commander Nauman, U. S. Navy, and officials of the Bath Iron Works.

CAPTAIN TUNIS AUGUSTUS MACDONOUGH CRAVEN, U. S. Navy, was born in Portsmouth, New Hampshire, January 11, 1813. Appointed Midshipman in 1829. As a Lieutenant on the U. S. S. "Dale," served with distinction in battles of the Mexican War. From 1850 to 1857 in command of the "Corwin" on Coast Survey duty. In 1857, in command of the Atrato Expedition, surveyed a route for a proposed ship canal through the Isthmus of Darien via the Atrato and Truando rivers. In 1859, in command of the "Mohawk," captured two slave ships, one the "Wildfire," with five hundred slaves. The ship was taken to Key West; the slaves were sent back to Africa.

In 1860 saved the crew of the "Bella," a foundering Spanish vessel, for which he was given a gold medal and a diploma by Queen Isabella II. In 1861, in command of the "Crusader," performed conspicuous blockade service off the Florida Coast. In the "Tuscarora," 1861-1863, performed with distinction special blockade service in European waters.

In command of the "Tecumseh," April, 1864, joined Admiral Lee's squadron in the James River. Joined Admiral Farragut's fleet August 4, 1864, at sunset for the attack on Mobile. On August 5, 1864, the fleet steamed up Mobile Bay, the "Tecumseh" leading the attack. The first gun was fired by the "Tecumseh" at six forty-seven. At seven fifteen the "Tecumseh" was struck by a torpedo and sank almost immediately, carrying down her gallant commander. His death was characterized by an incident that revealed his heroism and chivalry. At the moment of the explosion Captain Craven and the pilot were in the tower over the turret. There was no way of escape except through

a narrow opening, just sufficient for one to pass through. Seeing the inevitable fate of the vessel, both instinctively made for the opening. When they reached the place together Captain Craven drew back, saying, "After you, Pilot." The pilot, Collins, who escaped to tell of the act of heroism, relates: "There was nothing after me; as I got out the vessel seemed to drop from under me." Captain Craven has been called "the Sidney of the American Navy," and his heroism has been the theme of poet and historian.

CUMBERLAND (2D)

STEEL TRAINING SHIP

Length, 176 feet

Beam, 45 feet

Draft, 16 feet

Displacement, 1,800 tons

NAMED FOR THE CUMBERLAND RIVER AND U. S. S.
"CUMBERLAND"

Launched August 17, 1904, at the Navy Yard, Boston, Massachusetts.

Sponsor: Miss PAULINE MORTON (Mrs. J. Hopkins Smith), daughter of the Hon. Paul Morton, Secretary of the Navy.

Among those present were Secretary of Navy Paul Morton and Governor John L. Bates of Massachusetts.

Noteworthy in connection with the launching was that Peter Morton, of Charlestown, one of the survivors of the crew of the "Cumberland" of Civil War fame, broke out the Stars and Stripes from the temporary staff at the ship's stern.

Among the spectators was Miss Mary Sweetser, of New York, who witnessed the launch of the old "Cumberland" fifty years before.

CUSHING

TORPEDO BOAT

*Length, 138 feet**Beam, 14 feet**Draft, 4 feet 10 inches**Displacement, 105 tons*

NAMED FOR COMMANDER WILLIAM BARKER CUSHING,
U. S. NAVY

Launched January 23, 1890, at Herreshoff Manufacturing Company, Bristol, Rhode Island.

Sponsor: MISS KATHERINE B. HERRESHOFF (Mrs. Amidon), daughter of Mr. John B. Herreshoff, President of the Herreshoff Mfg. Co.

COMMANDER WILLIAM BARKER CUSHING, U. S. Navy, was born in Delafield, Wisconsin, in 1842. His career was filled with daring planning and clever execution. He was especially distinguished for the destruction of the Confederate ram "Albemarle." He undertook the attack with a steam launch carrying a spar torpedo and towing an armed cutter. When near the "Albemarle" he was detected but pushed forward under a shower of bullets and fire of howitzers. He had time to drive the steam launch over the baulks and to explode the torpedo against the "Albemarle," sinking her, before his launch was destroyed. Cushing and one other escaped, the rest were captured. For destroying the "Albemarle" he received the thanks of Congress and promotion to Lieutenant Commander.

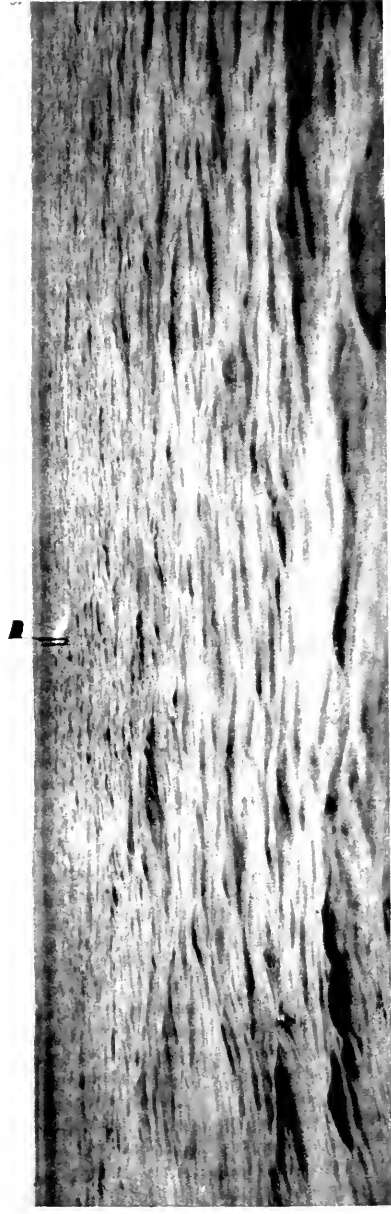


Photo by Electric Boat Co.

A SUBMARINE TORPEDO BOAT SUBMERGED

C-1 (Formerly OCTOPUS)

SUBMARINE TORPEDO BOAT

Launched October, 4, 1906, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, of New York.

Sponsor: MISS FRANCES WEBSTER, Boston, Massachusetts, a granddaughter of the President of the Old Colony Bank of Boston.

C-2 (Formerly STINGRAY)

SUBMARINE TORPEDO BOAT

Launched April 8, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, of New York.

Sponsor: MISS ELIZABETH STEVENS, New Bedford, Massachusetts, daughter of Naval Constructor William B. Ferguson, U. S. Navy.

C-3 (Formerly TARPON)

SUBMARINE TORPEDO BOAT

Launched April 8, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, of New York.

Sponsor: MISS KATHERINE THEISS, daughter of Commander Emil Theiss, U. S. Navy, Inspector of Machinery for U. S. Navy at Fore River Shipbuilding Company at the time.

C-4 (Formerly BONITA)

SUBMARINE TORPEDO BOAT

Launched June 16, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MRS. JULIUS CURTIS TOWNSEND, wife of Lieutenant Julius C. Townsend, U. S. Navy, stationed at Fore River at that time.

C-5 (Formerly SNAPPER)

SUBMARINE TORPEDO BOAT

Launched June 16, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company of New York.

Sponsor: MISS ALICE NICOLL, daughter of Dr. Matthias Nicoll, of New York City, and a niece of Mrs. Shear, wife of one of the Vice-Presidents of the Electric Boat Company.

DAHLGREN

TORPEDO BOAT

Length, 147 feet

Beam, 16 feet

Draft, 4 feet, 7 inches

Displacement, 147 tons

NAMED FOR REAR-ADMIRAL JOHN ADOLPH DAHLGREN,
U. S. NAVY

Launched May 29, 1899, at Bath Iron Works, Bath, Maine.

Sponsor: MRS. JOHN VINTON DAHLGREN (Mrs. Harry Symes Lehr), wife of the youngest son of Rear-Admiral Dahlgren, christened the destroyer with a

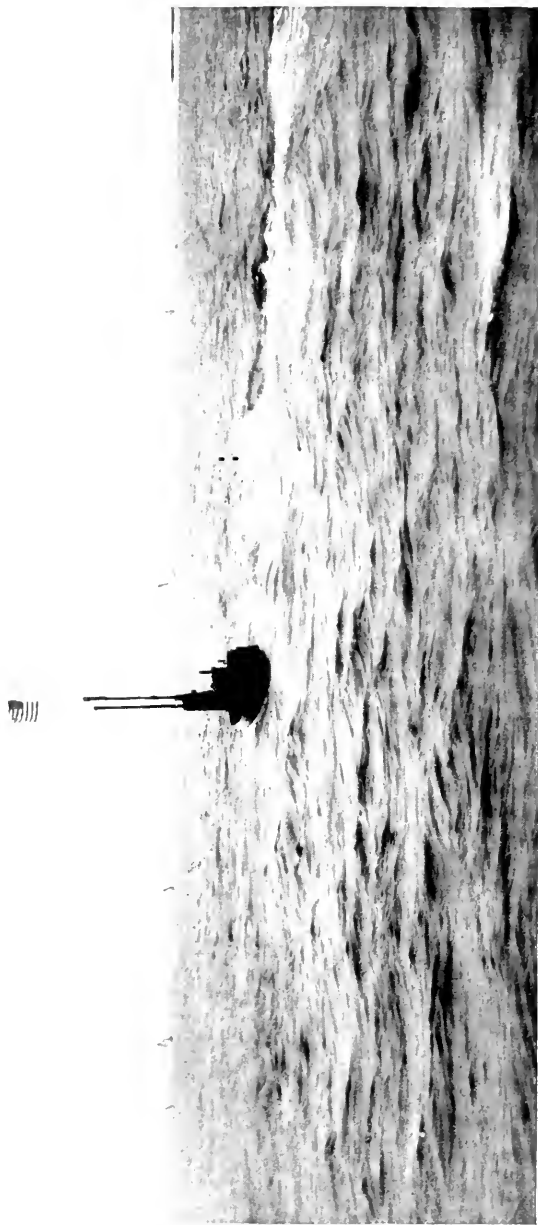


Photo by Electric Boat Co.

A SUBMARINE TORPEDO BOAT COMING TO THE SURFACE

bottle of champagne provided by the Colonial Dames of America.

Among the speakers at the banquet was Judge Charles Croley, who was with Admiral Dahlgren when his vessel, the "Harriet Morse," was blown up by a torpedo at Georgetown Inlet.

REAR-ADMIRAL JOHN A. DAHLGREN, U. S. Navy, was born in Philadelphia in 1809. Appointed Midshipman in 1826. In 1847-57 when on ordnance duty, invented the famous Dahlgren gun, introduced howitzers afloat and ashore, and wrote important works on ordnance. In 1861, when ordnance officer at the Washington Navy Yard, Congress promoted him to command of the yard for conspicuous services after all other officers had resigned and left him alone with Lieutenant Wainwright to defend the yard.

In 1863, in command of South Atlantic Blockading Squadron, he co-operated with General Gillmore in the occupation of Morris Island and destruction of Fort Sumter, South Carolina. In 1864 his squadron co-operated with General Sherman in the occupation of Savannah. In 1865 his squadron occupied Charleston, South Carolina, after the evacuation, and Georgetown. He was twice Chief of Bureau of Ordnance.

DALE (1ST)

SLOOP OF WAR

Tons, 675

Guns, 8

NAMED FOR COMMODORE RICHARD DALE, U. S. NAVY

Launched November 8, 1839, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: COMMANDER JOHN M. DALE, U. S. Navy, son of Commodore Richard Dale, U. S. Navy, of Revolutionary fame.

"On the occasion of the launching Commander Dale wore the sword presented to John Paul Jones by Louis XVI of France. The sword came into the possession of Commodore Richard Dale after the death of John Paul Jones." — *Niles Register*.

DALE (2D)

TORPEDO BOAT DESTROYER

Length, 245 feet

Beam, 23 feet

Draft, 6 feet, 6 inches

Displacement, 420 tons

NAMED FOR COMMODORE RICHARD DALE, U. S. NAVY

Launched July 24, 1901, at the Yard of William H. Trigg & Co., Richmond, Virginia.

Sponsor: MISS MARY HASELL WILSON (Mrs. John Trevor Gibson), of Philadelphia, daughter of Mr. Joseph M. Wilson.

COMMODORE RICHARD DALE, U. S. Navy, was born November 6, 1756, in Virginia. Was appointed Midshipman July, 1776. He was captured and imprisoned several time by the British. Escaped to France and joined John Paul Jones. He served as First Lieutenant on the "Bon Homme Richard" in her memorable fight with the "Serapis." Was the first to board the ship and was severely wounded. In command of the "President" he did fine service before Tripoli from 1801-1802. At the death of John Paul Jones, the sword presented to John Paul Jones by Louis XVI was conveyed to Commodore Dale.

DAVIS

TORPEDO BOAT

Length, 146 feet

Beam, 15 feet

Draft, 5 feet, 10 inches

Displacement, 154 tons

NAMED FOR REAR-ADMIRAL CHARLES H. DAVIS, U. S.
NAVY

Launched June 4, 1898, at the yard of Wolff & Zwicker, Portland, Oregon.

Sponsor: MISS HELENA WOLFF, daughter of the Vice-President of the Wolff & Zwicker Company.

An unusual feature of this launch was that two divisions of Naval Reserves were drawn up at attention.

REAR-ADMIRAL CHARLES H. DAVIS, U. S. Navy, was born in Boston, Massachusetts, in 1807. Was appointed Midshipman in 1823. He did valuable Coast Survey work and wrote valuable works on *Tides and Currents of the Ocean*; also translated many valuable works. In the Civil War he was Fleet Captain in Dupont's expedition against Port Royal, South Carolina. He was flag officer at naval engagements at Fort Pillow, and at Memphis in 1862, which effected the destruction of the Confederate ironclad fleet. Was with Farragut at Vicksburg and successfully co-operated with General Curtis in the Yazoo in 1862.

"Our Country. In her intercourse with foreign nations may she always be right; but our Country, right or wrong." — DECATUR.

DECATUR (2D)

TORPEDO BOAT DESTROYER

Length, 245 inches

Beam, 23 feet

Draft, 6 feet, 6 inches

Displacement, 420 tons

NAMED FOR COMMODORE STEPHEN DECATUR, U. S.
NAVY

Launched September 26, 1900, at the yard of William R. Trigg & Company, Richmond, Virginia.

Sponsor: MISS MARIA DECATUR MAYO (Mrs. Walter Cutting), of Norfolk, Virginia, granddaughter of Captain Stephen Decatur, U. S. Navy, and great-grandniece of Commodore Stephen Decatur for whom the destroyer was named.

COMMODORE STEPHEN DECATUR, U. S. Navy, was born in Maryland in 1779, died in 1820. Entered the Navy as Midshipman in 1798. In 1803 was in command of the "Enterprise" in Commodore Preble's Mediterranean squadron, and in 1804 led a daring expedition into the harbor of Tripoli for the purpose of burning the U. S. Frigate "Philadelphia" which had fallen into Tripolitan hands. He succeeded in his purpose and made his escape under the fire of the batteries. This brilliant exploit earned him a Captain's commission and a sword of honor from Congress, and it was said by Lord Nelson to be "The most daring act of the age."

In the War of 1812, in the "United States," he captured the "Macedonian;" and in the "President" fought a superior fleet till his own decks were covered with the dead and wounded.

DELAWARE (3D)

FRIGATE

NAMED FOR THE STATE OF DELAWARE

Launched at Norfolk Navy Yard, October 21, 1820.

“WE do not recall to have witnessed upon any occasion, since we became residents of Norfolk, so strong a manifestation of patriotic feeling as was exhibited at the launch of the ‘Delaware’ on Saturday, and if we might be permitted to consider the countenances of every spectator that came under our notice, as an index to what was passing within, it would not be extravagant to say, that every bosom glowed with enthusiastic delight, unfelt before.

“For several days preceding, parties of the most respectable citizens, from our sister states of North Carolina and Maryland, Richmond, Petersburg and our surrounding country to the distance of one hundred miles, were continually arriving, until our houses of private and public entertainment were filled to overflowing, not to mention the large number who were entertained by their friends and relatives in the borough.

“The hour announced for the launch being necessarily earlier than met the general convenience, our citizens were aroused from their beds by bands of the volunteer corps, and before 8 o’clock the streets approaching the river were almost impassable from the numbers anxiously pressing to the steamboats and other conveyances provided to transport them to the favorite scene.

“A little after eight o’clock the Richmond Light Infantry Blues and the Independent and Junior Volunteer Corps landed at Dickson’s Wharf at Portsmouth from the steamboat ‘Richmond’ and marched to the

Navy Yard where they were received by a detachment of the Portsmouth Volunteer Rifle Corps. The military were now ranged on each side of the slip and their bands being posted, continued to delight the spectators by playing elegant airs.

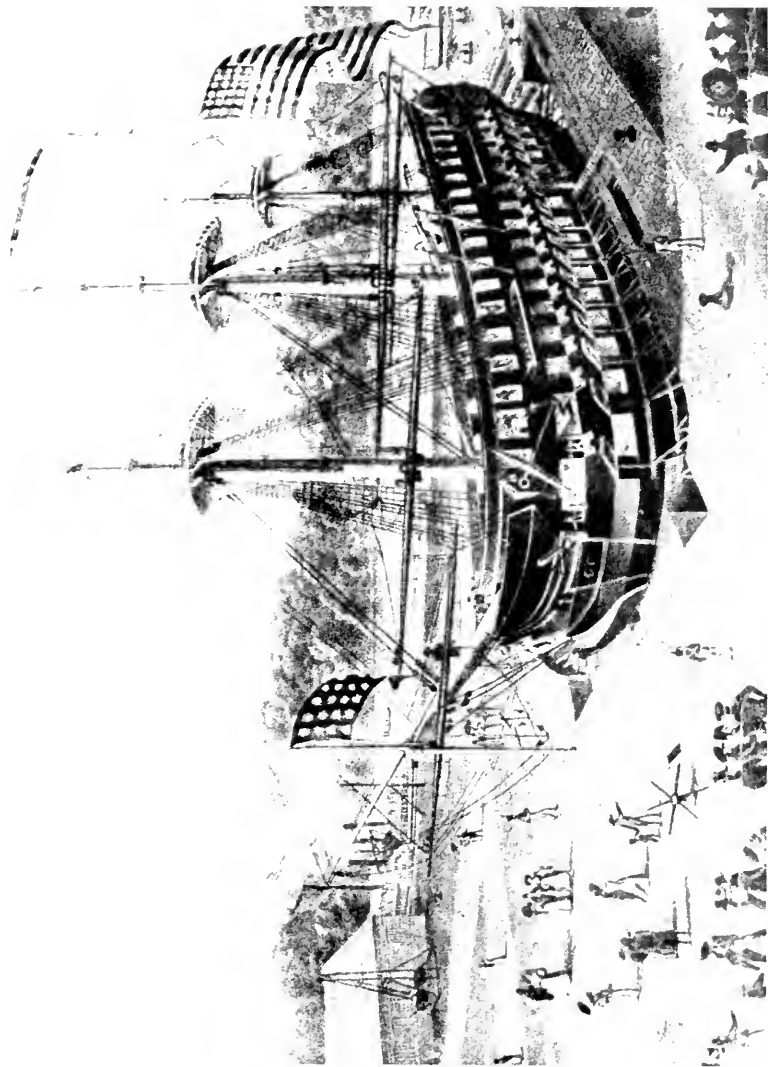
"About half after ten o'clock this model of Naval architecture was named and glided into her destined element, in a style of elegance which charmed every beholder and became a subject of general congratulation.

"The military and a large concourse of strangers and citizens now repaired to the Commodore's residence and partook of a handsome collation, served up under a spacious tent erected for the occasion.

"The ladies who remained at the Yard after the launch united in a dancing party.

"The Frigate 'Guerrière,' which was superbly decorated with flags of all nations, fired a salute at the moment the ship struck the water. In the evening the 'Guerrière' was splendidly illuminated.

"A party of ladies and gentlemen partook of a very handsome dinner at Commodore Cassin's, when the following volunteers were drunk: By Captain Swift, 'Francis Grice, Naval Constructor'; by Mordecai Cooke, 'The U. S. Ship Delaware'; by Captain McPherson, U. S. N., 'The Army of the United States' (*Three cheers*); by Colonel Armstead, 'Virginia' (*Six cheers*); by Dr. Boyd, U. S. N., 'The U. S. S. Delaware'; by Frederick Vincent, 'Commodore Cassin'; by Col. Constant Freeman, 'Virginia Ships and Virginia Women, may they be well manned' (*Twelve cheers*); by Com. Barron, 'Navy of the United States.'" — *American Beacon*, Monday, October 23, 1820.



THE OLD U.S. FRIGATE "DELAWARE" IN STONE DRY DOCK
AT NORFOLK NAVY YARD, JUNE, 1843

DELAWARE (5TH)

FIRST CLASS BATTLESHIP

Length, 510 feet

Beam, 85 feet

Draft, 26 feet

Displacement, 20,000 tons

NAMED FOR THE STATE OF DELAWARE

(Which ratified the Constitution in 1787)

Launched February 6, 1909, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS ANNA CAHALL, Bridgeville, Delaware, daughter of Dr. L. H. Cahall, and niece of Governor Simeon H. Pennewill, of Delaware.

Maids of Honor were Miss Frances Hazel, of Dover, Delaware, and Miss Helen Coleman du Pont, of Wilmington, Delaware.

AMONG those present were Governor Pennewill, Assistant Secretary of the Navy Satterlee, and large numbers of Government officials and representatives from the State of Delaware.

Under the brilliant sun of a superb winter morning the "Delaware" was successfully launched. With the first perceptible movement of the massive hull ten thousand Virginians and Delawareans shouted with joy and hundreds of steel-throated whistles shrieked as Miss Anna Pennewill Cahall smashed a bottle of Delaware champagne against the steel bow, exclaiming, "I name thee 'Delaware' — God be with thee, in peace and in war."

A pretty feature of the launching was the liberation at the moment the ship was named of a number of

carrier pigeons which soared high in the air and immediately shot away at great speed northward, each carrying a despatch to the people of Delaware that the ship was named and afloat.

After the launching there was a large banquet where toasts were drunk according to time-honored custom.

DE LONG

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 5 feet

Displacement, 196 tons

NAMED FOR LIEUTENANT COMMANDER GEORGE W.
DE LONG, U. S. NAVY

Launched November 23, 1900, at the yard of George Lawley & Son Corporation, Boston, Massachusetts.

Sponsor: MRS. SYLVIA LAURE DE LONG MILLS (Mrs. Walter Sands Mills), daughter of Lieutenant Commander George W. De Long, U. S. Navy.

LIEUTENANT COMMANDER GEORGE W. DE LONG, U. S. Navy, was born in New York City in 1844. Appointed Midshipman in 1861. He commanded the Arctic exploration steamer "Jeanette" in an expedition for the discovery of the North Pole, 1879-1881. The "Jeanette" was crushed in the ice. Three months later after discovering three islands, and dragging boats and provisions over shifting ice and open water, he died from exposure and starvation when almost within reach of help.

DENVER

UNARMORED PROTECTED CRUISER

Length, 292 feet

Beam, 44 feet

Draft, 15 feet, 9 inches

Displacement, 3,200 tons

NAMED FOR THE CITY OF DENVER

(The Capital of Colorado)

Launched June 21, 1902, at Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS ROBERTA W. WRIGHT (Mrs. John R. Pels), daughter of Mayor Wright, of Denver, Colorado.

DES MOINES

UNARMORED PROTECTED CRUISER

Length, 292 feet

Beam, 44 feet

Draft, 15 feet

Displacement, 3,200 tons

NAMED FOR THE CITY OF DES MOINES

(The Capital of Iowa)

Launched September 20, 1902, at Fore River Engine Company, Quincy, Massachusetts.

Sponsor: MISS ELSIE MACOMBER (Mrs. Lewis Louer), daughter of Mr. Jay Kingsley Macomber, of Des Moines, Iowa.

MISS CORA N. CARLETON, from Haverhill, the home of Secretary of the Navy Moody, cut the rope that released the cruiser.

DETROIT (3RD)

UNARMORED PROTECTED CRUISER

Length, 257 feet

Beam, 37 feet

Draft, 14 feet

Displacement, 2,072 tons

NAMED FOR CITY OF DETROIT, MICHIGAN

Launched October 28, 1891, at Columbian Iron Works, Baltimore, Maryland.

Sponsor: MISS FLORENCE MALSTER, daughter of President Malster, of the Columbian Iron Works.

UNITED STATES ship "Detroit" was engaged May 12, 1898, at San Juan, Porto Rico, Spanish-American War.

DICTATOR

IRONCLAD

Tonnage, 3,300

NAMED BY JOHN ERICSSON

(Who said: "Her powerful armament will make her a dictator.")

Launched December 26, 1863, at the De Lamater Shipyard, New York, N. Y.

Sponsor: MISS DE LAMATER, daughter of Mr. C. H. De Lamater.

TWO unsuccessful attempts to launch the vessel had disappointed large crowds. For the third and successful attempt Captain Ericsson, Mr. C. H. De Lamater, Miss De Lamater, Chief Engineer Robie, U. S. Navy, and others went aboard.

DRAYTON

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR COMMODORE PERCIVAL DRAYTON, U. S.
NAVY

Launched August 20, 1910, at Bath Iron Works,
Bath, Maine.

Sponsor: MISS EMMA GADSDEN DRAYTON, daughter of General Thomas Fenwick Drayton, of Charleston, South Carolina, next of kin to Commodore Percival Drayton. Miss Drayton's father was a brother of Commodore Drayton.

Mr. J. Coleman Drayton, of New York, a nephew, and Mrs. J. Madison Taylor, of Philadelphia, a niece, were present.

COMMODORE PERCIVAL DRAYTON, U. S. Navy, was born in Charleston, South Carolina, in 1810, and died while Chief of the Bureau of Navigation, in 1865. He commanded the "Pawnee" at the battle of Port Royal, South Carolina, in 1861. Was with Dupont at Fort Sumter. Commanded the "Hartford" at the battle of Mobile Bay on August 5, 1864. Was Farragut's fleet captain and chief of staff, at which time he rendered gallant service. He was a brave officer, a true Christian and gentleman.

DUBUQUE

COMPOSITE GUNBOAT

*Length, 174 feet**Beam, 35 feet**Draft, 12 feet**Displacement, 1,085 tons*

NAMED FOR CITY OF DUBUQUE, IOWA

Launched August 15, 1904, at Gas Engine & Power Company, Morris Heights, New York.

Sponsor: MISS MARGARET TREDWAY, daughter of Mr. Harry Ennis Tredway, Dubuque, Iowa.

THE ship started so suddenly that Miss Tredway was unable to pronounce the words "I name thee 'Dubuque,'" and in the swift rush down to the water, the vessel set fire to the ways. Miss Tredway and the officials of the Company boarded a tug and went alongside and the sponsor was able to break the bottle of champagne in approved fashion.

DUNCAN

TORPEDO BOAT DESTROYER

*Length, 305 feet**Beam, 31 feet**Draft, 9 feet**Displacement, 1,010 tons*

NAMED FOR COMMANDER SILAS DUNCAN, U. S. NAVY

Launched April 5, 1913, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS DOROTHY CLARK, of Malden, Massachusetts, daughter of Mr. Silas Duncan Clark, whose great-grandfather was a cousin of Commander Silas Duncan.

COMMANDER SILAS DUNCAN, U. S. Navy, was born in New Jersey. Was appointed Midshipman in 1809. As Third Lieutenant of the "Saratoga" in the battle of Lake Champlain, was sent in a gig to order the gunboats to retire. Received the concentrated fire of the enemy, but succeeded in delivering the orders to the commander of the "Allen." Was severely wounded and lost his right arm. Received the thanks of Congress for his gallant conduct. From 1818-1824 saw active service in the "Independence," "Hornet," "Guerrière," "Cyane" and "Ferret."

DUPONT

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 4 feet, 8 inches

Displacement, 165 tons

NAMED FOR REAR-ADMIRAL SAMUEL F. DUPONT,
U. S. NAVY

Launched March 30, 1897, at Herreshoff Manufacturing Company, Bristol, Rhode Island.

Sponsor: Miss LILLIAN CONVERSE, daughter of Commander George A. Converse, U. S. Navy, commanding Torpedo Station, Newport, Rhode Island, at the time.

U. S. S. "Dupont" was under fire May 6, 1898, off Matanzas, Spanish-American War.

REAR ADMIRAL SAMUEL F. DUPONT, U. S. Navy, was born in New Jersey in 1803. Midshipman in 1815. In 1845, in the Mexican War, in the "Cyane," captured San Diego; took possession of La Paz, and assisted in the capture of Mazatlan; entered the har-

bor of Guaymas, burned two gunboats and cut out a Mexican brig under heavy fire. In 1848 landed at San Jose with one hundred men and defeated a Mexican force five times as great. In 1861 he was in command of the fleet that made the brilliant and successful attack on Port Royal. A distinguished tactician.

D-1 (Formerly NARWHAL)

SUBMARINE TORPEDO BOAT

Launched April 8, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MRS. GREGORY CALDWELL DAVISON, daughter of Rear-Admiral Shepard, U. S. Navy, and the wife of Mr. Gregory C. Davison, Vice-President of the Electric Boat Company, a graduate of the Naval Academy in 1892, who resigned from the Navy.

D-2 (Formerly GRAYLING)

SUBMARINE TORPEDO BOAT

Launched June 16, 1909, at Fore River Shipbuilding Company, Quincy, Massachusetts, Built for Electric Boat Company, New York.

Sponsor: MISS CATHERINE H. BOWLES, Boston, Massachusetts, daughter of Mr. Francis T. Bowles, President of the Fore River Shipbuilding Company, who resigned from the Navy while Chief Constructor of the Navy and established the Fore River Shipbuilding Company.

D-3 (Formerly SALMON)

SUBMARINE TORPEDO BOAT

Launched March 2, 1910, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, New York.

Sponsor: MISS FITZGERALD, daughter of Mayor Fitzgerald, of Boston, Massachusetts.

ENTERPRISE (3RD)

STEAM SLOOP OF WAR

NAMED FOR U. S. S. "ENTERPRISE" 2D

(Famous in the French War in 1800 and the Tripolitan War; and for the capture of the British brig "Boxer" in 1813)

Launched June 13, 1874, at Portsmouth, New Hampshire.

Sponsor: MISS LILLIAN SEAMAN, pretty daughter of Sailmaker Seaman, U. S. Navy.

ERICSSON

TORPEDO BOAT

Length, 149 feet

Beam, 15 feet

Draft, 4 feet, 9 inches

Displacement, 129 tons

NAMED FOR JOHN ERICSSON

(The inventor and builder of the "Monitor" and designer of the "Princeton," the first screw vessel of war)

Launched May 12, 1894, at Iowa Iron Works, Dubuque, Iowa.

Sponsor: MISS CARRIE KIENE (Mrs. William Blacklock), daughter of Colonel Peter Kiene, christened the "Ericsson" with American champagne. As she broke the bottle Miss Kiene spoke Longfellow's lines:

"In spite of rocks and tempest's roar,
In spite of false lights on shore,
Sail on, nor fear to breast the sea.'
'Ericsson,' I name thee."

The "Ericsson" was the first vessel of war ever launched on inland waters. A half holiday was declared for the event, and after an imposing parade to celebrate so unusual an event as the launching of a Government vessel, the launching took place amid great enthusiasm.

UNITED STATES torpedo boat "Ericsson" was in the naval engagement off Santiago, Cuba, July 3, 1898, Spanish-American War.

E-1 (Formerly SKIPJACK)

SUBMARINE TORPEDO BOAT

Launched May 27, 1911, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, New London, Connecticut.

Sponsor: MRS. DONALD RAYMOND BATTLES, wife of Naval Constructor D. R. Battles, U. S. Navy, on duty at Fore River Shipbuilding Company at the time.

E-2 (Formerly STURGEON)

SUBMARINE TORPEDO BOAT

Launched June 15, 1911, at Fore River Shipbuilding Company, Quincy, Massachusetts, for Electric Boat Company, New York.

Sponsor: MISS MARGARET NELSON LITTLE, daughter of Captain William N. Little, U. S. Navy, on duty at Fore River Shipbuilding Company at the time.

The launching was attended by the Boston Chamber of Commerce and the visiting Chicago Chamber of Commerce, and Governor John Burke of North Dakota.

FANNING

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR LIEUTENANT NATHANIEL FANNING, U. S. NAVY

Launched January 11, 1912, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MRS. KENNETH McALPINE, wife of Captain Kenneth McAlpine, U. S. Navy, Inspector of Machinery for U. S. Navy at Newport News at that time.

LIEUTENANT NATHANIEL FANNING, U. S. Navy, served in the engagement between the "Bon Homme Richard" and "Serapis," September 23, 1779. When most of his men had been killed, he took a fresh

gang into the top and succeeded in clearing the tops of the "Serapis" of her men. Passed with his men, when the yards of the ships were locked, from the "Bon Homme Richard" to the "Serapis" and directing the fire of his men with hand grenades and other missiles, drove the British seamen from their stations. Paul Jones says: "He was one cause among the prominent in obtaining the victory," when recommending Fanning for promotion.

FARRAGUT

TORPEDO BOAT

Length, 213 feet

Beam, 20 feet

Draft, 6 feet

Displacement, 297 tons

NAMED FOR ADMIRAL DAVID GLASGOW FARRAGUT,
U. S. NAVY

Launched July 16, 1898, at Union Iron Works, San Francisco, California.

Sponsor: Miss ELIZABETH ASHE, San Francisco, California, a niece of the wife of Admiral Farragut.

ADMIRAL DAVID GLASGOW FARRAGUT, U. S. Navy, was the first Admiral of the United States Navy. He was born near Knoxville, Tennessee, in 1801. Entered the Navy at the age of nine. Commanded a prize at the age of twelve. His career was a succession of brilliant achievements.

His most notable service was in the "Hartford," in command of the Gulf Blockading Squadron in the Civil War. The passage of the Mississippi was forced in April, 1862, and New Orleans surrendered.

Later at Mobile, reinforced by Monitors and undismayed by the loss of his leading ship, the Monitor "Tecumseh," sunk by a torpedo, he forced the passage into the Bay and destroyed or captured the Confederate ships. In 1866 by Act of Congress he was made Admiral of the U. S. Navy, a grade previously unknown in the American Navy.

FLORIDA (4TH)

FIRST-CLASS BATTLESHIP

Length, 510 feet

Beam, 88 feet

Draft, 28 feet

Displacement, 21,825 tons

NAMED FOR THE STATE OF FLORIDA

(Which was admitted to the Union in 1845)

Launched May 12, 1910, at the Navy Yard, New York, N. Y.

Sponsor: MISS ELIZABETH LEGERE FLEMING (Mrs. Frank Percival Hamilton), Jacksonville, Florida, daughter of the late Governor of Florida, Francis P. Fleming.

MISS FLEMING was appointed by Governor Gilchrist of Florida. For the first time in a Navy launching the sponsor was accompanied by a guard of honor, five Florida girls, chosen by Governor Gilchrist, and five Navy girls. The Florida members were Miss Nellie Fletcher, daughter of Senator Fletcher; Miss Alene Buchanan, of Jacksonville; Miss Mary Milton, daughter of Ex-Senator Milton, of Marianna; Miss Eugenia Carter, daughter of Judge Carter, of Pensacola; Miss Genevieve Bisbee, daughter of Ex-Congressman Bisbee. The Navy girls were Miss Marian Leutze, daughter of Admiral Leutze; Miss

Heather Baxter, daughter of Naval Constructor Baxter; Miss Katherine Heilner, daughter of Admiral Heilner; Miss Grace Walling, daughter of Captain Walling; Miss Baldwin, sister of Lieutenant Commander Baldwin.

The scene was unusually brilliant owing to the presence of the large number of Naval officers in uniform. Among those present were Vice-President James S. Sherman, Secretary of the Navy George von L. Meyer, Assistant Secretary of the Navy Beekman Winthrop, Governor Albert W. Gilchrist and staff, Admiral of the Navy George Dewey.

FLUSSER

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 700 tons

NAMED FOR COMMANDER CHARLES W. FLUSSER,
U. S. NAVY

Launched July 30, 1909, at Bath Iron Works, Bath, Maine.

Sponsor: MISS GENEVIEVE VIRDEN, Louisville, Kentucky, grandniece of Commander Flusser. She was accompanied by Mr. G. H. Lindenberger, nephew of Commander Flusser.

COMMANDER CHARLES W. FLUSSER, U. S. Navy, was born in Maryland in 1832. Was appointed Midshipman in 1847. He especially distinguished himself on board the "Miami" and in other actions during the Civil War. In the fight with the "Albe-

marle," when he was in command of the "Miami" and "Southfield" lashed together, a shell from his own guns rebounded from the heavy side of the "Albemarle," exploded and killed him.

FOOTE

TORPEDO BOAT

Length, 160 feet

Beam, 16 feet

Draft, 5 feet

Displacement, 142 tons

NAMED FOR REAR-ADMIRAL ANDREW HULL FOOTE,
U. S. NAVY

Launched October 1, 1896, at Columbian Iron Works,
Baltimore, Maryland.

Sponsor: Miss LAURA PRICE, Baltimore, Maryland.

REAR ADMIRAL ANDREW HULL FOOTE, U. S. Navy, was born in Connecticut in 1806. Was appointed Midshipman in 1822. In 1856, in command of the "Portsmouth," during hostilities between England and China, was fired upon at Canton by the Chinese forts. Apology being refused, he attacked the four forts with the "Portsmouth" and "Levant" and with two hundred and eighty men landed and took the forts by storm. In 1862, in command of the Western Flotilla, attacked and forced the surrender of Fort Henry. Later, although he had been wounded at Fort Donelson, he proceeded down the Mississippi and reduced Island No. 10. In 1863 he succeeded Admiral Dupont in command of the South Atlantic Blockading Squadron.

FOX

TORPEDO BOAT

*Length, 146 feet**Beam, 15 feet**Draft, 5 feet, 11 inches**Displacement, 154 tons*

NAMED FOR LIEUTENANT GUSTAVUS V. FOX, U. S. NAVY

Launched July 4, 1898, at the yard of Wolff & Zwicker, Portland, Oregon.

Sponsor: Miss VERA PATTERSON (Mrs. Roy Getes), daughter of Captain W. H. Patterson, of Portland, Oregon.

LIEUTENANT GUSTAVUS V. FOX, U. S. Navy, was born in Saugus, Maine, in 1821. He served in the Mexican War, but resigned in 1852. In 1861 was made acting Captain. Planned the expedition for the capture of New Orleans and several important campaigns. Was made Assistant Secretary of the Navy, in which office he did valuable work.

F-1 (Formerly CARP)

SUBMARINE TORPEDO BOAT

Launched September 6, 1911, at Union Iron Works, San Francisco, California, for the Electric Boat Company, of New York.

Sponsor: Miss JOSEPHINE TYNAN, San Francisco, California, daughter of Mr. J. T. Tynan, the General Manager of the Union Iron Works.

OLD Neptune received a terrible shock when the formidable submarine fighting machine was launched

into his watery domain. The pretty little nine year old Sponsor stood on the ways and broke a bottle of California champagne across the bow of the craft whose fighting will be under the sea.

More than two hundred guests witnessed the launching. Among those present were Mr. W. R. Sands, Mr. and Mrs. J. A. McGregor, Mr. and Mrs. J. T. Tynan, Miss Margaret Tynan, Joseph Tynan, Governor Oddie of Nevada, and prominent Army and Navy officers.

F-2 (Formerly BARRACUDA)

SUBMARINE TORPEDO BOAT

Launched March 19, 1912, at Union Iron Works, San Francisco, California.

Sponsor: MISS ANNETTE RIED ROLPH, little daughter of the Hon. James Rolph, Jr., Mayor of San Francisco, California.

"I NAME thee 'F-2'" said the pretty little white-gowned sponsor, in youthful, buoyant voice, as she broke the bottle of champagne over the bow of the submarine fighting craft. The submarine glided down the ways and took a queer list to port. For a moment it looked as if the diving monster was going completely under water, but it quickly righted itself and rested light and buoyant as it came to a standstill. A watch and chain were presented to Miss Rolph as a souvenir by the Electric Boat Company.

Among those present were Mayor and Mrs. Rolph, Governor Tasker Oddie of Nevada, and a number of Navy officials and notable people.

F-3 (Formerly PICKEREL)

SUBMARINE TORPEDO BOAT

Launched January 6, 1912, at the Moran Company, Seattle, Washington, for the Electric Boat Company, of New York.

Sponsor: MRS. M. F. BACKUS (Elise Piutti), wife of a prominent banker of Seattle, Washington.

F-4 (Formerly SKATE)

SUBMARINE TORPEDO BOAT

Launched January 6, 1912, at the yard of Moran Brothers, Seattle, Washington, for Electric Boat Company, New York.

Sponsor: MRS. M. F. BACKUS (Elise Piutti), wife of a prominent banker of Seattle, Washington.

GALENA

IRONCLAD. SIX GUNS

NAMED FOR GALENA RIVER

Launched February 14, 1862, at Mystic River, Connecticut.

No record of a Sponsor at this launching.

Relaunched March 13, 1879, at the Navy Yard, Norfolk, Virginia, after complete rebuilding as a wooden ship.

Sponsor: MISS CAROL GILLIS (Mrs. David Murray), daughter of Captain James H. Gillis, U. S. Navy, commanding the receiving ship "Franklin," was invited to "take away the bad luck from an unchristened ship."

The "Galena" was launched with a large party on board, among whom was Secretary of the Navy Thompson.

UNITED STATES ship "Galena" in 1862 was under fire in James River; in 1864 engaged the ram "Tennessee;" was in attacks on Fort Powell, Fort Gaines and Fort Morgan.

GALVESTON

UNARMORED PROTECTED CRUISER

Length, 292 feet

Beam, 44 feet

Draft, 15 feet

Displacement, 3,200 tons

NAMED FOR CITY OF GALVESTON, TEXAS

Launched July 23, 1903, at William R. Trigg & Company's, Richmond, Virginia.

Sponsor: Miss ELLA SEALEY (Mrs. Emerson Root Newell), of Galveston, Texas, daughter of Mr. George Sealey of Galveston, who was a leading citizen and philanthropist. Miss Julia Joynes was Maid of Honor.

GENESEE

DOUBLE ENDER

Seven guns

Tonnage, 803

NAMED FOR GENESEE RIVER

Launched April 2, 1862, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: Miss EMILY DORR of Roxbury, Massachusetts.

THE "Genesee" was under fire many times in the Civil War. In 1863 at Fort Fisher; up Mississippi River at Baton Rouge; Port Hudson; Vicksburg. In 1864 at Mobile and Pensacola and Fort Gaines.

GEORGIA

FIRST-CLASS BATTLESHIP

*Length, 435 feet**Beam, 76 feet**Draft, 23 feet**Displacement, 14,948 tons*

NAMED FOR THE STATE OF GEORGIA

(Which ratified the Constitution in 1788)

Launched October 11, 1904, at Bath Iron Works, Bath, Maine.

Sponsor: Miss STELLA TATE (Mrs. Preston Rambo), sister of Congressman Carter Tate, of Georgia.

THE Sponsor presented the battleship with a magnificent silver punch bowl. Governor Joseph M. Terrel, of Georgia, and Staff were present.

GERMANTOWN

SLOOP-OF-WAR

*Twenty-two guns**Tonnage, 939*

NAMED FOR GERMANTOWN, PENNSYLVANIA

(Where the Battle of Germantown was fought, October 4, 1777)

Launched October 22, 1846, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: Miss WATSON, daughter of John Fanning Watson, the Philadelphia annalist.

“A LARGE number of distinguished citizens were on board and the Corps of Germantown Blues, Captain J. D. Miles, were present by special invitation. The ceremony of christening was performed by fair hands

and 'Germantown,' the baptismal name of the ship — a Revolutionary name — full of patriotic and thrilling associations, was pronounced by the daughter of Revolutionary ancestors, who broke a bottle of wine and water over the scroll figurehead at the bow.

The wine was presented by Mrs. Commodore Bainbridge and the water was obtained by Miss Watson from the celebrated spring at the battleground at Germantown.

Miss Watson was assisted by Passed Midshipman George P. Welsh, U. S. Navy.

"Miss Watson was attired in pure white and wore in her girdle a neat bouquet of freshly-culled flowers." — *Philadelphia North American*.

GOLDSBOROUGH

TORPEDO BOAT

Length, 198 feet

Beam, 20 feet

Draft, 6 feet, 10 inches

Displacement, 255 tons

NAMED FOR REAR-ADMIRAL LOUIS M. GOLDSBOROUGH, U. S. Navy

Launched July 29, 1899, at the yard of Wolff & Zwicker, Portland, Oregon.

Sponsor: MISS GERTRUDE BALLIN, young daughter of the Superintendent of the Wolff & Zwicker Company. Governor Geer and Staff, of Oregon, were present.

REAR-ADMIRAL LOUIS M. GOLDSBOROUGH, U. S. Navy, was born in Washington, D. C., in 1805. Was a Midshipman at seven. In 1827 commanded a night expedition of four boats and thirty-five men which rescued the British brig "Comet," captured

by Greek privateers. Served honorably during War with Mexico. Present at the fall of Vera Cruz and the capture of Tuxpan. In 1861-62, in command of the North Atlantic Station, planned and executed a joint naval and military expedition which effected the capture of Roanoke Island in 1862.

G-I (Formerly SEAL)

SUBMARINE TORPEDO BOAT

Launched February 8, 1911, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, for Lake Torpedo Boat Company.

Sponsor: MISS MARGARET V. LAKE, daughter of the president of the Lake Torpedo Boat Company, the inventor of the type of submarine, named the vessel in the presence of a number of friends, and officers of the Navy and the Shipyard.

GUERRIÈRE (3D)

STEAM SLOOP

Twenty-one guns

Tonnage, 1,395

NAMED FOR THE FRIGATE "GUERRIÈRE" (1ST)

(Which was captured and sunk by the "Constitution" in 1812)

Launched September 9, 1867, at the Navy Yard, Charlestown, Massachusetts.

Sponsors: MISS JENNIE LENTHALL, daughter of Chief of Bureau of Construction John Lenthall, U. S. Navy; and MISS EMMA HARTT, daughter of Naval Constructor Edward Hartt, U. S. Navy, of the Navy Yard, broke two bottles of wine over the bow and named the ship "Guerrière."

HARTFORD

WOODEN SLOOP-OF-WAR

Length, 226 feet

Beam, 43 feet

Draft, 18 feet

Displacement, 2,790 tons

NAMED FOR THE CITY OF HARTFORD

(The Capital of Connecticut)

Famous as the flagship of Admiral Farragut in the Civil War. Engaged the forts at New Orleans. With the fleet near Vicksburg. At the Battle of Mobile Bay. Bombardment of Port Hudson and Fort Morgan.

Launched November 22, 1858, at the Navy Yard, Boston, Massachusetts.

Sponsors: MISS CARRIE DOWNES (Mrs. James Hoy), daughter of Captain John Downes, U. S. Navy, who broke a bottle of water from a Hartford spring; Miss LIZZIE STRINGHAM (Mrs. James B. Creighton), daughter of Commodore Stringham, U. S. Navy, who broke a bottle of water from the Connecticut River; LIEUTENANT G. H. PREBLE, who broke a bottle of salt water across her figurehead.

“THE splendid new steam sloop-of-war, ‘Hartford’ was successfully launched from the Charlestown Navy Yard at precisely seventeen minutes past eleven o’clock this forenoon, in the presence of a vast multitude of the citizens of Boston, Charlestown, Chelsea and the surrounding towns.

“Through the courtesy of Commodore Stringham, a large number of ladies and gentlemen, many of the officers of the Navy and others went on board of the ‘Hartford’ and were launched in her. A large platform was erected, temporarily, on the west side of the shiphouse, which was filled with people, as were the

tops of all the small buildings overlooking the scene. A line of scows was placed from the wharf to the Ship-of-the-Line 'Vermont,' which was converted into a reception room for the guests of her distinguished rival. The band attached to the U. S. Receiving Ship 'Ohio' was ordered on board the 'Vermont,' and contributed materially to the interest of the occasion. The 'Ohio' was decked in holiday attire.

"The plates of the saws had gone nearly through the planks, when the gallant ship, impatient to leave terra firma, broke the remaining hindrance and glided down into the waters at her feet, amid the shouts of the spectators, who at first said cautiously, 'She moves,' then as doubt gave way to certainty, a confident 'There she goes!' announced the success of the launch. A salute was fired from the battery on the sea wall, and, amid loud cheers and the waving of handkerchiefs, the good ship gracefully settled down upon her destined element.

"As soon as the ship cleaved the waves, two young ladies who stood in the bow, broke each a bottle containing water and named her 'Hartford.' This ceremony was performed by Miss Lizzie Stringham, and Miss Downes, and Lieutenant G. H. Preble, who broke a bottle of salt water across her figurehead. Miss Stringham used a bottle of Connecticut River water, Miss Downes a bottle of water from a Hartford spring."—*Boston Journal*, November 22, 1858.

HELENA

LIGHT DRAFT GUNBOAT

Length, 250 feet

Beam, 39 feet

Draft, 9 feet

Displacement, 1,392 tons

NAMED FOR THE CITY OF HELENA

(The Capital of Montana)

Launched January 30, 1896, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MISS AGNES BELLE STEELE (Mrs. John H. Burke), daughter of the Mayor of Helena, Montana.

UNITED STATES ship "Helena" was under fire July 2, 1898, at Pt. Tunas, Spanish-American War.

HENLEY

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR CAPTAIN ROBERT HENLEY, U. S. NAVY

Launched April 3, 1912, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS CONSTANCE HENLEY KANE, great-grandniece of Captain Henley.

CAPTAIN ROBERT HENLEY, U. S. Navy, in 1812, commanded one of the divisions of gunboats manned from the crew of the "Constellation" in the boat attacks on the British frigates lying in Hampton Roads. September 11, 1814, as master commandant of the "Eagle," flagship of Captain Macdonough, in the battle of Lake Champlain, led the American line. He received the thanks of Congress and a gold medal.

HOLLAND

SUBMARINE TORPEDO BOAT

Displacement, 74 tons

NAMED FOR J. P. HOLLAND

(Builder of the first submarine for the United States Navy)

Launched at Crescent Shipyard, Elizabeth, New Jersey, for the J. P. Holland Torpedo Boat Company.

Sponsor: MRS. LEWIS NIXON, wife of Mr. Lewis Nixon, President of the Crescent Shipyard, formerly a Naval Constructor, U. S. Navy, who resigned.

HOPKINS

TORPEDO BOAT DESTROYER

Length, 238 feet

Beam, 23 feet

Draft, 6 feet

Displacement, 408 tons

NAMED FOR COMMODORE ESEK HOPKINS,
U. S. NAVY

Launched April 24, 1902, at the yard of Harlan & Hollingsworth, Wilmington, Delaware.

Sponsor: MRS. ALICE GOULD HAWES, Providence, Rhode Island, great-great-granddaughter of Admiral Esek Hopkins.

COMMODORE ESEK HOPKINS, U. S. Navy, was born in Scituate, Rhode Island, in 1718. He was the first Commander-in-Chief of the Continental Navy and the only officer in the Navy who has borne that title. He successfully harassed the British, although not strong enough to meet the enemy's fleets victoriously.

HOUSATONIC

SLOOP-OFF-WAR

Displacement, 1,240 tons

Thirteen guns

NAMED FOR HOUSATONIC RIVER

Launched October 21, 1861, at the Navy Yard, Charlestown, Massachusetts.

Sponsors: MISS JANE COFFIN COLBY, and MISS SUSAN PETERS HUDSON (Mrs. William H. Chase), daughter of Commodore William L. Hudson, the Commandant of the yard.

A bevy of ladies stood on the bow. The Stars and Stripes were hoisted at the main, the pennant at the mizzen, and the Jack at the fore. As the ship struck the water Miss Colby and Miss Hudson each broke a bottle of pure grape juice upon the bow and at the same time pronounced the name "Housatonic." The Navy Yard band which was on board struck up "Hail Columbia" and then "Yankee Doodle" amid the cheers of the great crowd.

IN the Civil War U. S. S. "Housatonic" participated in the capture of a number of sloops and schooners. Was sunk by a torpedo boat off Charleston Bar in 1864.

HULL (2D)

TORPEDO BOAT DESTROYER

Length, 238 feet

Beam, 23 feet

Draft, 6 feet

Displacement, 408 tons

NAMED FOR COMMODORE ISAAC HULL, U. S. NAVY

Launched June 21, 1902, at the yard of Harlan & Hollingsworth, Wilmington, Delaware.

Sponsor: MISS MABEL HULL, a descendant of Commodore Hull.

COMMODORE ISAAC HULL, U. S. Navy, was born in Connecticut in 1775. His father, an officer in the Revolutionary Army, was captured and died aboard a British prison ship. Young Hull's first service of note was when he sailed into the harbor of Porte Platte, Hayti, in broad daylight and with a small vessel, the "Sally," captured the fort, spiked the guns, and succeeded in getting away with a French Letter of Marque. He served under Commodore Preble during Tripolitan trouble. His most noted command was the "Constitution" in 1811. He displayed brilliant seamanship when he escaped from the British squadron under Admiral Blake in 1812. Just one month from the time he escaped from Admiral Blake he met and destroyed the "Guerrière."

H-1

SUBMARINE

Launched May 6, 1913, at Union Iron Works, San Francisco, California.

Sponsor: MISS LESLEY JEAN MEAKINS, niece of Mr. John A. McGregor, President of the Union Iron Works.

H-2

SUBMARINE TORPEDO BOAT

Launched June 4, 1913, at Union Iron Works, San Francisco, California, for Electric Boat Company.

Sponsor: MRS. WILLIAM RANNEY SANDS, wife of the representative of the Electric Boat Company in San Francisco.

IDAHO (2D)

FIRST-CLASS BATTLESHIP

Length, 375 feet

Beam, 77 feet

Draft, 24 feet

Displacement, 13,000 tons

NAMED FOR THE STATE OF IDAHO

(Which was admitted to the Union in 1890)

Launched December 9, 1905, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss LOUISE GOODING (Mrs. Adam John Schubert), of Gooding, Idaho, young daughter of Governor Frank R. Gooding, of Idaho.

ON the stand were Governor Gooding and Staff, Mrs. Gooding, Senator and Mrs. Dubois, Congressmen Burton L. French and Addison T. Smith of Idaho, and a large party from Idaho. An enormous crowd of spectators witnessed the launch of the great battleship.

ILLINOIS (2D)

FIRST-CLASS BATTLESHIP

Length, 368 feet

Beam, 72 feet

Draft, 23 feet

Displacement, 11,552 tons

NAMED FOR THE STATE OF ILLINOIS

(Which was admitted to the Union in 1818)

Launched October 4, 1898, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: Miss NANCY LEITER (Mrs. Colin Campbell), daughter of Mr. Levi Z. Leiter, of Chicago, Illinois.

GOVERNOR JOHN R. TANNER, of Illinois, and Staff, and many prominent representatives from the State were present.

INDEPENDENCE

SHIP-OF-THE-LINE

*Tonnage, 2,257**Seventy-four guns*

NAMED FOR AMERICAN INDEPENDENCE

Launched June 20, 1814, at the Navy Yard, Charleston, Massachusetts.

Sponsor: COMMODORE WILLIAM BAINBRIDGE, U. S. Navy.

“AT three o'clock she moved majestically into her destined element and was welcomed by a federal salute from the frigate ‘Constitution’ and the acclamations of many thousand spectators. An officer of the ‘Constitution’ had the honor of christening her as she struck the water, and she now bears the broad pennant of Commodore Bainbridge.”—*Boston Sentinel*.

Among the toasts drunk at the collation that followed were: “The President of the United States: His signature to no peace but an honorable one.” “Commodore Bainbridge: He who conquered the enemy of the ‘Constitution’ will not fail to maintain the honor of the American flag on the ‘Independence.’”

INDIANA

FIRST-CLASS BATTLESHIP

*Length, 348 feet**Beam, 69 feet**Draft, 24 feet**Displacement, 10,288 tons*

NAMED FOR THE STATE OF INDIANA

(Which was admitted to the Union in 1816)

Launched February 28, 1893, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS JESSIE MILLER (Mrs. A. M. Hopper), daughter of United States Attorney-General W. H. H. Miller.

THE President of the United States, Benjamin Harrison, and Cabinet were present. Others present were Mr. and Mrs. W. H. H. Miller, Mr. Samuel D. Miller and many prominent officials and people from Indiana.

U. S. S. "Indiana" was engaged May 12, 1898, at San Juan, Porto Rico, at Battle of Santiago, July 3, 1898, Spanish-American War.

INTREPID (2D)

STEEL TRAINING SHIP

Length, 176 feet

Beam, 45 feet

Draft, 16 feet

Displacement, 1,800 tons

NAMED FOR THE KETCH "INTREPID"

(Which carried the officers and men who set fire to the "Philadelphia" at Tripoli in 1804)

Launched October 8, 1904, at the Navy Yard, Mare Island, California.

Sponsor: MISS HELEN DE YOUNG (Mrs. George Cameron), daughter of Mr. Michael H. de Young, proprietor of the *San Francisco Chronicle*.

IOWA (2D)

FIRST-CLASS BATTLESHIP

Length, 360 feet

Beam, 72 feet

Draft, 24 feet

Displacement, 11,346 tons

NAMED FOR THE STATE OF IOWA

(Which was admitted to the Union in 1846)

Launched May 28, 1896, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MARY LORD DRAKE (Mrs. George W. Sturdivant), daughter of Governor F. M. Drake, of Iowa. Near Miss Drake on the stand stood Miss Herbert, daughter of Secretary of the Navy Herbert, Mrs. M. D. Shonts and Mrs. E. D. Goss, daughters of Governor Drake.

Among those present were Vice-President Adlai E. Stevenson, Secretary of the Navy Hilary A. Herbert, Secretary Morton, Governor Drake and Staff, Senator Gear, Senator Allison, Mr. and Mrs. F. E. Drake, Mrs. John A. Drake, and a large delegation from Iowa.

The warship's massive hull stood high in the air, and hundreds of flags fluttered in the sunlight. About her bow were gathered representative men of the nation; officers in glittering uniforms; and beautiful women. All eyes were centered upon the Sponsor, who held in one hand a magnificent bunch of American Beauty roses and in the other the beribboned bottle of champagne. Thirty thousand spectators waited breathlessly. "I name thee 'Iowa,'" the Sponsor cried, and swinging high the bottle, smashed it on the side of the ship. With a superb sweep of the bow the ship slid down the ways with terrific momentum, cheered by a din of whistles and the yells of thirty thousand people.

"Wake, giant of oak and steel,
Asleep by the yellow sand.
And give to the sea thy keel,
And bid farewell to the land.
At the touch of beauty arise,
At the words that shall bid thee move,
At the hand that shall thee baptize,
And give to the sea its love.

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LAUNCH OF U.S. BATTLESHIP "IOWA"

"Then wake, O giant of steel
That sleeps by the yellow sand,
Arise from thy dreams and feel
The thrill of a Nation's hand!"

From the "Launching of the Iowa," by S. H. M. Byers.

UNITED STATES ship "Iowa" was under fire May 12, 1898, San Juan, Porto Rico; May 31, 1898, Santiago, Cuba; July 3, 1898, Battle of Santiago. Spanish-American War.

JARVIS

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR MIDSHIPMAN JAMES C. JARVIS,
U. S. NAVY

Launched April 4, 1912, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: MISS JEAN KNOX, daughter of Mr. Samuel Knox, the President of the New York Shipbuilding Company. Miss Knox was accompanied by Mrs. Knox and Miss De Rousse.

MIDSHIPMAN JAMES C. JARVIS, U. S. Navy, during the fight between "Constellation" and "Vengeance," February 2, 1800, was sent aloft in command of the topmen to endeavor to secure the mast, and when warned of his danger, as it was about to fall, refused to leave his post and went over the side with the falling rigging. Only thirteen years old when killed. Captain Truxtun commended his devotion to duty in his report to Congress, and his heroism was approved by "a solemn resolution" of that body and his loss mentioned as a "subject of national regret."

JENKINS

TORPEDO BOAT DESTROYER

*Length, 289 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*

NAMED FOR REAR-ADMIRAL THORNTON A. JENKINS
U. S. NAVY

Launched April 29, 1912, at Bath Iron Works, Bath, Maine.

Sponsor: MISS ALICE THORNTON JENKINS, daughter of Rear-Admiral Thornton A. Jenkins. Miss Jenkins was accompanied by her sister, Mrs. W. G. Andrews. The bottle of American champagne was encased in a silver casing, and the inscription was "U. S. T. D. Jenkins, April 29, 1912 — B. I. W., Bath, Maine — Miss Alice Thornton Jenkins, Sponsor."

REAR ADMIRAL THORNTON A. JENKINS, U. S. Navy, was born at Orange Court House, Virginia, in 1811. In the Fall of 1862, commanded the "Oneida," blockading off Mobile. Was next appointed Fleet Captain and Chief of Staff of Farragut's fleet and was present at the passage of Port Hudson and fight with Grand Gulf batteries, Warrenton and Grand Gulf, in March, 1863. On the "Monongahela" he was wounded during the engagement at College Point, being in command of three armed vessels in convoy duty.

Was in command of the "Richmond," and senior officer in command of the naval forces below, at the surrender of Port Hudson, July 9, 1863. Was in command of a division on the Mobile blockade from

December, 1863, to the Battle of Mobile Bay, August 5, 1864, in which, and all the subsequent operations, he took part.

He was commended by Admiral Farragut for zeal and fidelity to duty. Admiral Farragut said of him: "He carried out the spirit of one of Lord Collingwood's best sayings, 'not to be afraid of doing too much, and those who are seldom do as much as they ought.'"

JOUETT

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR REAR-ADMIRAL JAMES E. JOUETT,
U. S. NAVY

Launched April 15, 1912, at Bath Iron Works, Bath, Maine.

Sponsor: MISS MARYLEE NALLY, a cousin of Admiral Jouett, and selected by Mrs. Jouett and the Navy Department to christen the "Jouett." She is the daughter of Mr. E. J. Nally, who married Miss Lee Warren Redd, a daughter of Captain Oliver Redd, of Lexington, Kentucky. The latter and Admiral Jouett were sisters' children and came of fighting stock, being the grandsons of Captain William Allen of Revolutionary fame.

REAR ADMIRAL JAMES E. JOUETT, U. S. Navy, was born in Kentucky in 1828. Midshipman in 1841. Served in Mexican War. In 1861, Lieutenant Jouett with marines from the "Santee" boarded and destroyed the Confederate steamer "Royal Yacht" in Galveston Bay, where he had a hand-to-hand con-

flict with the commander of the vessel. He received severe wounds from a pike in the right arm, side and lungs. For gallant conduct he received the thanks of the Navy Department.

In 1864, commanded the "Metacomet" at Battle of Mobile Bay. After the battle the "Metacomet" pursued and engaged the gunboats "Gaines," "Morgan" and "Selma." The "Gaines" was crippled and the "Selma" surrendered. Lieutenant Commander Jouett received advancement thirty numbers for heroic conduct.

JUNIATA

STEAM SLOOP-OF-WAR

Displacement, 1,240 tons

NAMED FOR THE JUNIATA RIVER

Launched March 20, 1861, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS ANGELA TURNER (Mrs. George Toland), daughter of Rear-Admiral Thomas Turner, U. S. Navy, commanding Philadelphia Navy Yard at that time.

In her words: "I was escorted to the bows of the vessel by Lieutenant (afterward Admiral) Donald Fairfax, U. S. Navy, and I broke across them a bottle of Juniata water decorated by the sailors with red, white and blue ribbons, saying, 'Go forth to victory, 'Juniata.' A piece of glass cut my wrist and an officer rushed up with his handkerchief and said, 'This is the first blood shed on the 'Juniata.'"

UNITED STATES ship "Juniata" had active service in the Civil War. Took part in first and second bombardments of Fort Fisher.



Photo by New York Shipbuilding Co.

LAUNCHING STAND OF THE U.S. BATTLESHIP "KANSAS"

KANSAS (1ST)

S C R E W

Three guns

Tonnage, 410

NAMED FOR THE RIVER KANSAS

Launched September 29, 1863, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS ANNIE McCLELLAN, daughter of Surgeon James McClellan, attached to the Receiving Ship at Philadelphia.

“The deck of the vessel was filled with people. As she slid into the water a young daughter of Surgeon McClellan christened her by breaking a bottle of champagne over her prow. U. S. vessels are usually baptized in the name of the United States. This one was baptized in the name of Neptune.”

—*North American.*

UNITED STATES ship “Kansas” took part in first and second attacks on Fort Fisher, 1864-65.

KANSAS (2D)

FIRST-CLASS BATTLESHIP

Length, 450 feet

Beam, 76 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF KANSAS

Launched August 12, 1905, at New York Ship-building Company, Camden, New Jersey.

Sponsor: MISS ANNA HOCH, Topeka, Kansas, daughter of Governor Edward W. Hoch, of Kansas, baptized the ship with water from a Camden County, New Jersey, spring. Governor Hoch, of Kansas, and Staff were present.

KATAHDIN (2D)

R A M

*Length, 250 feet**Beam, 42 feet**Draft, 15 feet**Displacement, 2,183 tons*

NAMED FOR MOUNT KATAHDIN, MAINE

Launched February 4, 1893, at Bath Iron Works, Bath, Maine.

Sponsor: Miss UNA SOLEY, daughter of Hon. J. B. Soley, Assistant Secretary of the Navy.

KEARSARGE (1ST)

S T E A M S L O O P - O F - W A R

*Length, 201 feet**Beam, 33 feet**Draft, 13 feet**Displacement, 1,461 tons*

NAMED FOR MOUNT KEARSARGE, NEW HAMPSHIRE

Launched September 11, 1861, at Portsmouth, New Hampshire.

Sponsor: MRS. MCFARLAND, of Concord, New Hampshire, wife of the Editor of the *Concord Statement*.

UNITED STATES ship "Kearsarge 1st" sank the C. S. S. "Alabama" off Cherbourg, June, 1864. Was wrecked on Roncador Reef, February 2, 1894.

KEARSARGE (2D)

F I R S T - C L A S S B A T T L E S H I P

*Length, 368 feet**Beam, 72 feet**Draft, 23 feet**Displacement, 11,500 tons*

NAMED FOR MOUNT KEARSARGE, NEW HAMPSHIRE

(And the old "Kearsarge" of Civil War fame)

Launched March 24, 1898, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MRS. HERBERT WINSLOW, wife of Lieutenant Commander Herbert Winslow, U. S. Navy, son of Captain John A. Winslow, who commanded the famous old "Kearsarge" in the fight with the "Alabama." Miss Margaret Eastman, of Washington, was Maid of Honor.

The "Kearsarge" was launched the same day as the battleship "Kentucky."

KENTUCKY (2D)

FIRST-CLASS BATTLESHIP

Length, 368 feet

Beam, 72 feet

Draft, 23 feet

Displacement, 11,500 tons

NAMED FOR THE STATE OF KENTUCKY

(Which was admitted to the Union in 1792)

Launched March 24, 1898, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MISS CHRISTINE BRADLEY (Mrs. John G. South), daughter of Governor William Bradley, of Kentucky. A cut-glass bottle of water from the spring on the old Lincoln Farm was used to christen the ship.

A hail of small "good luck" bottles of Kentucky Bourbon, thrown by enthusiastic Kentuckians, bombarded the ship as she went down the ways. The "Kentucky" was launched the same day as the battleship "Kearsarge."

KEOKUK

IRONCLAD BATTERY

NAMED FOR THE TOWN OF KEOKUK, IOWA

Launched December 6, 1862, at Dry Dock Iron Works, New York, N. Y.

Sponsor: MRS. WHITNEY, wife of Mr. C. W. Whitney, the designer of the battery, bestowed the name "Keokuk" on the ironclad in the presence of a large number of Navy officers.

It was the general opinion that the deck of this Naval battery would be partly submerged, but the fears of those on board proved groundless.

UNITED STATES ship "Keokuk" took part in the attack on Charleston, South Carolina, April 7, 1863. Sank next day off Morris Island.

LACKAWANNA

STEAM SLOOP

Seven guns

Tonnage, 1,533

NAMED FOR LACKAWANNA RIVER

Launched August 9, 1862, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS IMOGEN PAGE COOPER (Mrs. George Dennis), daughter of Commodore Cooper, U. S. Navy, broke a bottle of champagne, saying, "In the name of Neptune I name thee 'Lackawanna.'"

At least eight thousand people crowded the yard. The "North Carolina" was crowded with a brilliant

company, her flags were flying, and her yards were manned.

UNITED STATES ship "Lackawanna" in 1863 opened fire on Fort Powell. At Fort Morgan, lashed to the "Seminole," stood in line of battle.

LAMSON

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 700 tons

NAMED FOR LIEUTENANT ROSWELL H. LAMSON,
U. S. NAVY

Launched June 16, 1909, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. HENRY S. GROVE, wife of the President of the Shipbuilding Company

LIEUTENANT ROSWELL H. LAMSON, U. S. Navy, was born in Missouri. Appointed Midshipman in 1858. He was commended by Admiral Dupont for conduct in the battle of Port Royal and captures of Forts Walker and Beauregard in 1861. Commanded the "Mount Washington" in joint Army and Navy operations in Nansemond River. Took prominent and leading part in capture of batteries at Hills Point. Congratulated by Admiral Lee for performance of this duty. Commanding the "Gettysburg," took prominent part in attack on Fort Fisher and gallantly piloted powder-boat "Louisiana" in under the fort.

LANCASTER

STEAM SLOOP

*Length, 233 feet**Beam, 46 feet**Draft, 19 feet**Displacement, 3,250 tons*

NAMED FOR THE CITY OF LANCASTER, PENNSYLVANIA

Launched October 20, 1858, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS HARRIET LANE (Mrs. Harriet Lane Johnson), niece of James Buchanan, President of the United States. Miss Lane had previously had the honor of having the U. S. S. "Harriet Lane" named for her and her portrait was placed in the cabin.

"AT eight minutes after twelve, amidst the wild huzzas of the multitude and the boom of cannon, the immense mass freighted with living beauty sped gracefully into the water. As soon as the bow of the ship reached the briny deep, the bottle of 'Wheatland Spring Water' was broken by Miss Lane over the bow. Her portion of the work was well done. Among the guests on board were George Plitt, Esquire and lady, Colonel W. L. Bladen and lady, Captain Carr and Major English, with others of note."—*Philadelphia Public Ledger*.

Miss Lane (Mrs. Harriet Lane Johnson) was a niece of President Buchanan, and it was from his home, Wheatland, Lancaster, Pennsylvania, that the bottle of water came. She presided over the White House during her uncle's administration, and prior to that at the American Legation when Mr. Buchanan was our Minister to England. She was a woman of great beauty and charm.

"Don't give up the ship." — LAWRENCE

LAWRENCE (3D)

TORPEDO BOAT DESTROYER

Length, 240 feet

Beam, 22 feet

Draft, 6 feet

Displacement, 400 tons

NAMED FOR CAPTAIN JAMES LAWRENCE,
U. S. NAVY

Launched November 7, 1900, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS RUTH LAWRENCE, of New York City, only daughter of Supreme Court Justice Abraham Lawrence, and greatniece of Captain James Lawrence. Miss Lawrence is a well-known author.

CAPTAIN JAMES LAWRENCE, U. S. Navy, was born in New Jersey in 1787. Was appointed Midshipman in 1798. In 1803, on the "Enterprise," distinguished himself in an attack on boats in Tripoli harbor, led by Porter. In 1804 engaged in the destruction of the "Philadelphia" in Tripoli harbor in the ketch "Intrepid." In 1813, in command of the "Hornet," captured the British "Peacock." For this he was promoted to Captain and given a medal, and command of the frigate "Chesapeake." He died in the "Chesapeake" after her memorable fight with the "Shannon," June 1, 1813. His dying words were "Don't give up the ship." A brave and chivalrous officer.

LOUISIANA (3D)

FIRST-CLASS BATTLESHIP

*Length, 450 feet**Beam, 76 feet**Draft, 24 feet**Displacement, 16,000 tons*

NAMED FOR THE STATE OF LOUISIANA

(Which was admitted to the Union in 1812)

Launched August 27, 1904, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MISS JUANITA LALANDE, of New Orleans, Louisiana, chosen as a beautiful representative of one of the old Creole families of the State. Miss Ruby LaLande, Miss Alice Stauffer and Miss Margaret Castellanos were Maids of Honor. Miss LaLande was appointed sponsor by Governor Newton C. Blanchard. The State was represented by Lieutenant Governor Sanders and the Staff of Governor Blanchard. The party included President Roosevelt and Governor Montague of Virginia.

McCALL

TORPEDO BOAT DESTROYER

*Length, 289 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*NAMED FOR LIEUTENANT EDWARD R. McCALL,
U. S. NAVY

Launched June 4, 1910, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: MISS JESSIE WILLITS, daughter of Captain A. B. Willits, U. S. Navy, Inspector of Machinery at the New York Shipbuilding Company at that time.



Photo by New York Shipbuilding Co.

"READY"! LAUNCH OF TORPEDO BOAT DESTROYER "MCCALL."

LIEUTENANT EDWARD R. McCALL, U. S. Navy, was born in Charleston, South Carolina, in 1790. Appointed Midshipman in 1808. In September, 1813, on the "Enterprise" in her engagement with the "Boxer," Lieutenant McCall took command after her captain had been killed and gained a victory, for which he received a gold medal from Congress.

McKEE

TORPEDO BOAT

Length, 99 feet

Beam, 12 feet
Displacement, 65 tons

Draft, 4 feet

NAMED FOR LIEUTENANT HUGH W. McKEE,
U. S. NAVY

Launched March 5, 1898, at Columbian Iron Works, Baltimore, Maryland.

Sponsor: MISS WARDWELL (Mrs. William H. Humrichouse), of Baltimore, Maryland.

LIEUTENANT HUGH W. McKEE, U. S. Navy, was born in Kentucky in 1844. Appointed Midshipman in 1861. He was killed in an attack upon the Corean Forts at Boissee anchorage, June 11, 1871. He fell just as he mounted the parapet of the Coreans' stronghold and at the head of his men.

U. S. S. "McKee" was under fire August 8, 1898, off Sagua la Grande.

MACDONOUGH (2D)

TORPEDO BOAT DESTROYER

*Length, 240 feet**Beam, 22 feet**Draft, 6 feet**Displacement, 400 tons*

NAMED FOR COMMODORE THOMAS MACDONOUGH,
U. S. NAVY

Launched December 24, 1900, at Fore River Engine Company, Weymouth, Massachusetts.

Sponsor: MISS LUCY THALER MACDONOUGH (Mrs. Charles Reade), Philadelphia, Pennsylvania, a descendant of Commodore Thomas Macdonough.

COMMODORE THOMAS MACDONOUGH, U. S. Navy, was born in Delaware in 1783. Appointed Midshipman in 1800. He distinguished himself in the Tripolitan War. In 1804, in the "Intrepid," engaged in the destruction of the "Philadelphia" at Tripoli. He served in the War of 1812. As commander of our Naval forces on Lake Champlain, whipped the superior British force in 1814. Received a medal and promotion.

MACHIAS

GUNBOAT

*Length, 204 feet**Beam, 32 feet**Draft, 12 feet**Displacement, 1,177 tons*

NAMED FOR CITY OF MACHIAS, MAINE

(In which harbor took place the first naval engagement of the Revolutionary War)

Launched December 8, 1891, at the Bath Iron Works, Bath, Maine.

Sponsor: MISS ETHEL HYDE, daughter of President Hyde, of the Bath Iron Works.

U. S. S. "Machias" was under fire off Cardenas, Cuba, May 11, 1898, Spanish-American War.

MACKENZIE

TORPEDO BOAT

Length, 99 feet

Beam, 12 feet

Draft, 4 feet

Displacement, 65 tons

NAMED FOR LIEUTENANT COMMANDER ALEXANDER
SLIDELL MACKENZIE, U. S. NAVY

Launched February 19, 1898, at the Charles Hillman Company, Philadelphia, Pennsylvania.

Sponsor: MASTER CHARLES HILLMAN, grandson of Mr. Charles Hillman, President of the Shipbuilding Company.

LIEUTENANT COMMANDER ALEXANDER SLIDELL MACKENZIE was appointed Midshipman in 1855. Served in the "Kineo" and "New Ironsides" during the Civil War. Was killed in Formosa, June 13, 1867, while leading a party against the savages who had murdered the whole crew of the American bark "Rover" some time before.

MACKINAW

DOUBLE-ENDER

Ten guns

Tonnage, 974

NAMED FOR MACKINAW STRAIT

Launched April 22, 1863, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS MINNIE BRADFORD, daughter of Paymaster Bradford, U. S. Navy.

THE "Mackinaw" in the Civil War, engaged in operations around Norfolk and the James River. Engaged a Confederate ram; engaged Confederate ironclad. In 1865 was engaged at Fort Fisher; Fort Anderson.

MADAWASKA

STEAM SLOOP

*Fifteen guns**Tonnage, 3,280*

NAMED FOR MADAWASKA RIVER

Launched July 8, 1865, at the Navy Yard, Brooklyn, New York.

Sponsor: Miss DELANO, daughter of Naval Constructor Benjamin F. Delano on duty at New York.

MAINE (1ST)

FIRST-CLASS BATTLESHIP

*Length, 310 feet**Beam, 57 feet**Draft, 21 feet**Displacement, 6,650 tons*

NAMED FOR THE STATE OF MAINE

(Which was admitted to the Union in 1820.)

Launched November 18, 1890, at the Navy Yard, New York, N. Y.

Sponsor: Miss ALICE TRACY WILMERDING (Mrs. Frederic R. Coudert), granddaughter of Secretary of Navy Benjamin F. Tracy.

IN the presence of fully 30 thousand people on a perfect Autumn day our first armored cruiser was launched. Close to the big ship's prow was built a little platform, gay with red, white and blue bunting and streamers, affording close standing room for

about twenty people, to be occupied by the christening party.

Distinguished officials and guests gathered around the stand. The booming of guns announced that the Secretary of the Navy had arrived. Everything was ready. The crowd waited breathlessly. "She moves!" "Not yet!" "Yes, she's off!" Crash went the bottle and the foam of champagne splashed over Miss Wilmerding, over Secretary Tracy and Ex-Secretary Whitney, and all on the stand. A novel form of salute to the new cruiser were firework bombs thrown into the air over the vessel as it floated clear of the ways.

U. S. S. "Maine" was blown up by a submarine mine in the harbor of Havana, Cuba, February 15, 1898.

MAINE (2D)

FIRST-CLASS BATTLESHIP

Length, 388 feet

Beam, 72 feet

Draft, 23 feet, 10 inches

Displacement, 12,500 tons

NAMED FOR THE STATE OF MAINE AND U. S. S.

"MAINE"

Launched July 27, 1901, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MARY PREBLE ANDERSON, of Portland, Maine, daughter of William Henry Anderson and Alice Preble, and great-granddaughter of Commodore Edward Preble, U. S. Navy. Hon. J. F. Hill, Governor of Maine, and Staff were present.

MANHATTAN

IRONCLAD MONITOR

*Length, 235 feet**Beam, 46 feet**Draft, 14 feet**Tonnage, 2,100*

NAMED FOR MANHATTAN ISLAND

Launched October 14, 1863, at Secor's Shipyard, Jersey City, New Jersey.

Sponsor: MISS MARY GREGORY, daughter of Rear-Admiral Gregory, bestowed the name "Manhattan."

Admiral Farragut and Admiral Dupont were present. Sixty thousand spectators lined the shores.

U. S. S. "Manhattan" in 1864 engaged in attacks on Fort Morgan. Engaged the ram "Tennessee."

MARBLEHEAD (2D)

UNARMORED CRUISER

*Length, 257 feet**Beam, 37 feet**Draft, 14 feet**Displacement, 2,072 tons*NAMED FOR THE CITY OF MARBLEHEAD,
MASSACHUSETTS

Launched August 11, 1892, at City Point Iron Works, Boston, Massachusetts.

Sponsor: MRS. CHARLES F. ALLEN, Boston, Massachusetts.

Among those present were Assistant Secretary of the Navy Soley and many representatives from the city of Marblehead.

U. S. S. "Marblehead" was under fire April 29, 1898, at Cienfuegos, Cuba, Spanish-American War.

MARIETTA (2D)

COMPOSITE GUNBOAT

Length, 174 feet

Beam, 34 feet

Draft, 12 feet

Displacement, 990 tons

NAMED FOR THE CITY OF MARIETTA, OHIO

Launched March 18, 1897, at Union Iron Works, San Francisco, California.

Sponsor: MRS. H. CLIFFORD MORE, daughter of the late General T. C. H. Smith, U. S. Vol., and later paymaster in the Regular Army.

Mrs. More was chosen as representing one of the oldest families of Marietta, being greatniece of Governor Woodbridge of the "Northwest" when Marietta was the capital, and granddaughter of Dudley Woodbridge, one of the pioneers.

MARYLAND (2D)

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF MARYLAND

(Which ratified the Constitution in 1788)

Launched September 13, 1903, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MISS JENNIE SCOTT WATERS (Mrs. B. T. Abercrombie), daughter of General Francis E. Waters, of Baltimore. Miss Waters was chosen for the honor by Governor John W. Smith, of Maryland.

MASSACHUSETTS (3D)

FIRST-CLASS BATTLESHIP

*Length, 348 feet**Beam, 69 feet**Draft, 24 feet**Displacement, 10,288 tons*

NAMED FOR THE STATE OF MASSACHUSETTS

(Which ratified the Constitution in 1788)

Launched June 10, 1893, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS LEILA HERBERT, daughter of the Secretary of the Navy, Hon. Hilary A. Herbert.

The Secretary of the Navy and many Government officials and officers of the Navy were present.

U. S. S. "Massachusetts" was in bombardment of Santiago, May 31, 1898, also June 6, 1898.

MAYRANT

TORPEDO BOAT DESTROYER

*Length, 289 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*

NAMED FOR CAPTAIN JOHN MAYRANT, U. S. NAVY

Launched April 23, 1910, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS NORVELLE ADAMS (Mrs. I. B. Beard), great-great-granddaughter of Captain Mayrant, and daughter of Sallie Yerger and Wirt Adams. Miss Adams was accompanied by Mrs. R. B. Mayes and Mrs. Wirt Adams.

CAPTAIN JOHN MAYRANT, while a Midshipman, led the boarders in the fight between the "Bon

Homme Richard" and the "Serapis," September 23, 1779. Commodore Paul Jones said of him, "It was my good fortune to command many brave men, but I never knew a man so exactly after my own heart, or so near the kind of man I would create, if I could, as John Mayrant."

MERRIMAC

SCREW FRIGATE

Tonnage, 3,500

Guns, 40

NAMED FOR MERRIMAC RIVER

Launched June 15, 1855, at the Navy Yard, Boston, Massachusetts.

Sponsor: MISS MARY E. SIMMONS, daughter of Constructor Melvin Simmons, U. S. Navy.

"GREETED by the cheers of a vast concourse of people and a salute of twenty-one guns, the 'Merrimac' was launched. As she passed into the water the ancient ceremony of christening was performed by Miss Mary E. Simmons, who broke a bottle of water from the Merrimac River over the bow. After the ceremony Commander Gregory entertained with a collation at his house, and a collation was also provided in the joiner's loft for the entire force of workmen."—*Boston Daily Advertiser*.

The "Merrimac" was partly burned by Navy Yard officials when the Norfolk Navy Yard was abandoned in the Civil War. Was rebuilt as an ironclad by the Confederates and participated in the renowned engagements in Hampton Roads.

MIAMI

DOUBLE-ENDER

*Length, 208 feet**Beam, 33 feet**Draft, 8 feet**Displacement, 730 tons*

NAMED FOR THE MIAMI RIVER

(Indian tribe name)

Launched November 16, 1861, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS ANN INGERSOLL (Mrs. J. H. Hutchinson), daughter of Charles Ingersoll, a prominent lawyer of Philadelphia, and an intimate friend of Miss Angela Turner, whose father, Admiral Turner, then in command of Philadelphia Navy Yard, invited Miss Ingersoll to christen the "Miami."

U. S. S. "Miami" took part in bombardment of Forts Jackson and St. Philip, Civil War.

MIANTONOMAH

DOUBLE TURRET MONITOR

Tonnage, 1,564

NAMED FOR MIANTONOMAH

(Chief of Narragansett Indian Tribe)

Launched August 15, 1863, at the Navy Yard, New York.

Sponsor: MASTER HIRAM PAULDING, son of Rear-Admiral Hiram Paulding, U. S. Navy.

THE ironclad was launched from the wooden ship-house, the first of her class built. As the ship came through the gates she was christened by Master

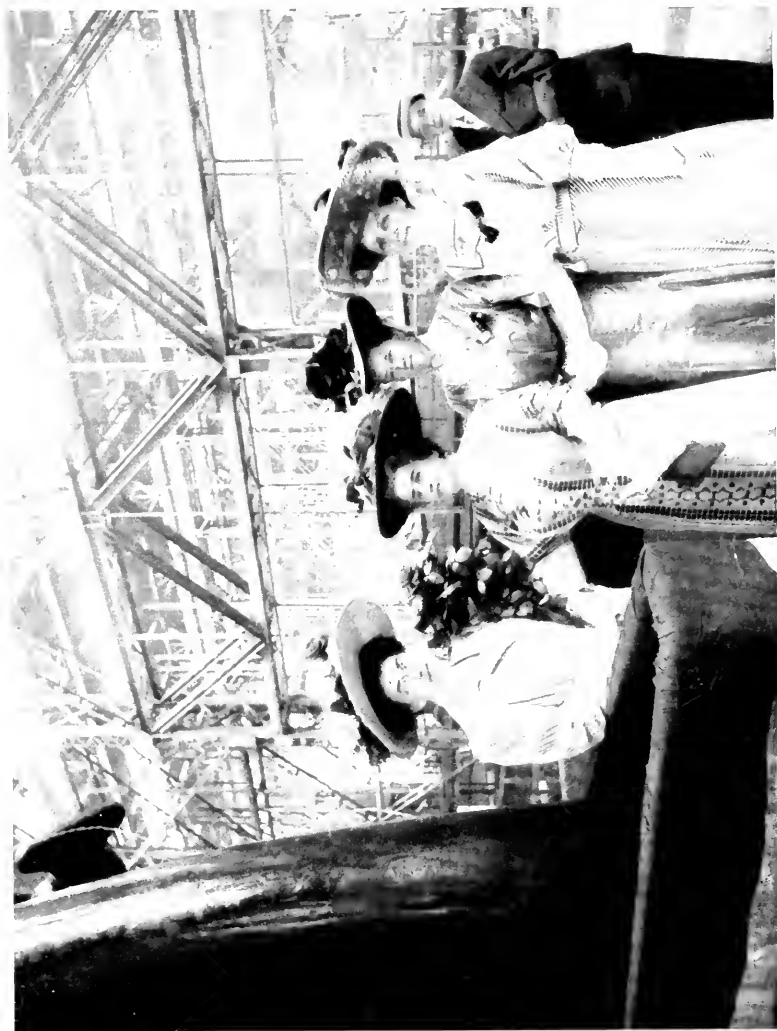


Photo by New York Shipbuilding Co.
NAMING PARTY OF U.S. BATTLESHIP "MICHIGAN"

Paulding. The crews of the "North Carolina," "Hartford" and "Quinnebaug" manned the riggings and sent forth such cheers as only sailors can.

MICHIGAN (2D)

FIRST-CLASS BATTLESHIP

Length, 458 feet

Beam, 80 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF MICHIGAN

(Which was admitted to the Union in 1837)

Launched May 26, 1908, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: Miss CAROL B. NEWBERRY (Mrs. Frank W. Brooks, Jr.), Detroit, Michigan, daughter of the Hon. Truman H. Newberry, Secretary of the Navy.

Among those present were Governor Fred M. Warner, of Michigan, Senator Burrows and Senator Smith.

MILWAUKEE (3D)

UNARMORED PROTECTED CRUISER

Length, 424 feet

Beam, 66 feet

Draft, 22 feet

Displacement, 9,700 tons

NAMED FOR THE CITY OF MILWAUKEE, WISCONSIN

Launched September 10, 1904, at Union Iron Works, San Francisco, California.

Sponsor: Miss JANET MITCHELL (Mrs. Mackie), daughter of United States Senator John L. Mitchell, of Wisconsin. Miss Lily Jeffrey pressed the button to release the ship.

MINNEAPOLIS

UNARMORED PROTECTED CRUISER

*Length, 411 feet**Beam, 58 feet**Draft, 22 feet**Displacement, 7,350 tons*NAMED FOR THE CITY OF MINNEAPOLIS,
MINNESOTA

Launched August 12, 1893, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss ELIZABETH WASHBURN (Mrs. Hamilton Wright), daughter of Senator William D. Washburn, of Minnesota, at whose request the cruiser had been named "Minneapolis."

Among those present were Vice-President Adlai E. Stevenson, Secretary of Navy Hilary A. Herbert and Mayor Eustis of Minneapolis.

MINNESOTA (1ST)

STEAM FRIGATE

*Forty guns**4,600 tons*

NAMED FOR MINNESOTA TERRITORY

Launched December 1, 1855, at the Navy Yard, Washington, District of Columbia.

Sponsor: Miss SUSAN L. MANN, of Washington, broke a bottle of water from the Minnesota River over the bow of the ship and gave the name "Minnesota." The water was brought from Minnesota by Honorable Mr. Rice of Minnesota.

Two bottles of wine were produced on board, the first glass being tendered the Sponsor. The Secretary of the Navy was on board the vessel partaking of

the supposed dangers and real excitement of the launch. The steamer "Engineer" was stationed for the accommodation of the President of the United States and Members of his Cabinet and invited guests.

U. S. S. "Minnesota 1st" was flagship of Admiral Stringham in 1861. Captured a large number of vessels. Took part in expedition against Hatteras. In 1862 engaged the "Merrimac" and "Patrick Henry." In 1864-65 took part in attacks on Fort Fisher.

MINNESOTA (2D)

FIRST-CLASS BATTLESHIP

Length, 450 feet

Beam, 76 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF MINNESOTA

(Which was admitted to the Union in 1858)

Launched April 8, 1905, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: Miss ROSE MARIE SCHALLER (Mrs. Wilbur Birch Joyce), daughter of State Senator Schaller, of Hastings, Minn., who was a close friend of Governor John A. Johnson. Maids of Honor were Miss Constance Day and Miss Lillian McMillan. Governor Montague and Staff, of Virginia, were present. Miss Schaller was appointed to present to the "Minnesota" the silver service given by the State of Minnesota.

MINNETONKA

SCREW SLOOP

*Tonnage, 2490**Guns, 21*

NAMED FOR LAKE MINNETONKA, MINNESOTA

Launched July 3, 1867, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS MARGARET BAILEY, daughter of Rear-Admiral Theodorus Bailey, U. S. Navy, Commandant of the Navy Yard at the time.

MISSISSIPPI (1ST)

PADDLE WHEEL

Ten guns

NAMED FOR MISSISSIPPI RIVER

Launched May 5, 1841, at the Navy Yard, Philadelphia, Pennsylvania.

"Yesterday was a general holiday. Thousands gave up business to witness the launch of the splendid vessel. A few minutes before twelve the National Grays came marching on board to lively airs by the band. Some five or six hundred people were on board. Blows from the battering ram set the vessel in motion. All went smoothly save for the chagrin of the officer commissioned to break the bottle of wine over her bow. By anxiety or some unfortunate miss the forcibly directed blow missed its aim and the bottle plunged into the river." — *Philadelphia Public Ledger*.

U. S. S. "Mississippi" 1st was in Perry's expedition to Japan in 1853. In battle below New Orleans 1862. Abandoned and blown up at Port Hudson 1863.

MISSISSIPPI (2D)

FIRST-CLASS BATTLESHIP

Length, 375 feet

Beam, 77 feet

Draft, 24 feet

Displacement, 13,000 tons

NAMED FOR THE STATE OF MISSISSIPPI

(Which was admitted to the Union in 1817)

Launched September 30, 1905, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MABEL CLARE MONEY (Mrs. William W. Kitchen), daughter of Senator H. P. Money, of Mississippi.

Senator Money was fourteen years a Member of Congress and fourteen years United States Senator from Mississippi, and resigned after twenty-eight years' continuous service. Miss Money was accompanied by her father, Admiral Dewey and a Japanese prince.

MISSOURI (2D)

FIRST-CLASS BATTLESHIP

Length, 388 feet

Beam, 72 feet

Draft, 23 feet 11 inches

Displacement, 12,500 tons

NAMED FOR THE STATE OF MISSOURI

(Which was admitted to the Union in 1821)

Launched December 28, 1901, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS MARION COCKRELL (Mrs. Edson Gallaudet), daughter of Senator Francis N. Cockrell, of Missouri.

Among those present were Secretary of Navy John D. Long and Secretary of Interior Ethan A. Hitchcock, of Missouri.

MONADNOCK

DOUBLE TURRET MONITOR

Length, 258 feet

Beam, 55 feet

Draft, 14 feet

Displacement, 3,900 tons

NAMED FOR MOUNT MONADNOCK, NEW HAMPSHIRE

Re-launched after complete rebuilding September 19, 1883, at the Continental Iron Works, Vallejo, California.

Sponsor: Miss LULU IRWIN, daughter of Captain John Irwin, U. S. Navy, captain of Mare Island Navy Yard, California, at the time.

THE Monadnock was originally launched March 23, 1864, at the Navy Yard, Boston, Massachusetts. "As the 'Monitor' passed out of the shiphouse the Marine band on board struck up the 'Star Spangled Banner,' the National ensign was displayed and the vessel was formally christened by one of the many young ladies on her deck."

MONAGHAN

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet, 4 inches

Displacement, 742 tons

NAMED FOR ENSIGN JOHN R. MONAGHAN, U. S. NAVY

Launched February 18, 1911, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.



U.S. SLOOP "MONONGAHELA"

Sponsor: Miss ELLEN R. MONAGHAN, Spokane, Washington, a sister of Ensign John R. Monaghan.

ENSIGN JOHN R. MONAGHAN, U. S. Navy, was appointed a Naval Cadet in 1891. He distinguished himself in an engagement with the natives of Samoa in 1899. Was killed April 1, 1899, while endeavoring to remove to the rear Lieutenant Lansdale, who had been wounded. Captain Edwin White said in his report: "He stood steadfast by his wounded superior and friend — one brave man against a score of savages. He died in a heroic performance of duty."

MONOCACY

DOUBLE - ENDER

Six guns

Tonnage, 1,370

NAMED FOR MONOCACY RIVER

Launched December 14, 1864, at the Denmead Shipyard, Baltimore, Maryland.

Sponsor: Miss ELLA DENMEAD, daughter of one of the proprietors of the shipyard.

THERE were about two hundred and fifty people on board, among them Major-General Wallace and staff, Commodore Dornin, Commandant of the Naval Station, and other distinguished men.

MONONGAHELA

SCREW SLOOP

Tonnage, 1,378

NAMED FOR MONONGAHELA RIVER

Launched July 10, 1862, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS EMILY VIRGINIA HOOVER, daughter of Naval Constructor Hoover, U. S. Navy.

THE "Monongahela," in the Civil War, engaged the batteries at Port Hudson, March, 1863. Farragut's flagship May 23 to June 22, 1863. Took part in operations at Brazol, Tepus, September 16, 1863. Off New Orleans April 6, 1864. Off Mobile Bay June, 1864. Lashed to the "Kennebec," passed the Forts with Farragut August 5, 1864. Rammed the "Tennessee" and grounded.

MONTANA

ARMORED CRUISER

Length, 502 feet

Beam, 72 feet

Draft, 25 feet

Displacement, 14,500 tons

NAMED FOR THE STATE OF MONTANA

(Which was admitted to the Union in 1889)

Launched December 15, 1906, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS MINNIE CONRAD, daughter of Mr. W. G. Conrad, a distinguished citizen of Montana.

MONTAUK

IRONCLAD MONITOR

NAMED FOR TOWN OF MONTAUK, LONG ISLAND

Launched October 9, 1862, at the Continental Iron Works, Greenpoint, Long Island.

Sponsor: MISS MARY E. GREGORY, daughter of Rear-Admiral Francis H. Gregory, U. S. Navy, dashed a bottle of champagne against her bow, naming the



Photo by Newport News Shipbuilding Co.

SPONSOR AND LAUNCHING PARTY OF
U.S.S. "MONTANA"

Monitor "Montauk" and adding, "Here goes the Montauk, her enemies to baulk."

Many persons conquered their fear that an ironclad might sink and were launched on the "Montauk," being anxious to say they had been launched in this ironclad of which so much was expected.

U. S. S. "Montauk," in 1863 took part in attacks on Fort McAllister; destroyed Confederate steamer "Nashville" ; took part in attack on Morris Island, Fort Wagner and Sullivan Island. In 1864, in attack on Fort Sumter; in 1865, on Fort Anderson.

MONTEREY

DOUBLE TURRET MONITOR

Length, 256 feet

Beam, 59 feet

Draft, 14 feet, 10 inches

Displacement, 4,084 tons

NAMED FOR THE CITY OF MONTEREY, CALIFORNIA

Launched April 28, 1891, at Union Iron Works, San Francisco, California.

Sponsor: MISS KATE C. GUNN, daughter of Mr. J. O'B. Gunn, of San Francisco, christened the ship with California champagne.

Mrs. Harrison, wife of the President of the United States, started the launch by pressing an electric button.

MONTGOMERY (3D)

UNARMORED PROTECTED CRUISER

Length, 257 feet

Beam, 37 feet

Draft, 14 feet

Displacement, 2,072 tons

NAMED FOR THE CITY OF MONTGOMERY

(The Capital of Alabama)

Launched December 5, 1891, at Columbian Iron Works, Baltimore, Maryland.

Sponsor: Miss SOPHIA SMITH (Mrs. Edward Peyton Ramsey), daughter of Passed Assistant Engineer John A. B. Smith, U. S. Navy, Inspector of Machinery for U. S. Navy at Columbian Iron Works at that time.

U. S. S. "Montgomery," engaged May 12, 1898, San Juan, Porto Rico, Spanish-American War.

NANTASKET

STEAM SLOOP

Ten guns

Tonnage, 900

NAMED FOR NANTASKET, MASSACHUSETTS

Launched August 15, 1867, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: Miss EMMA HARTT, daughter of Naval Constructor Edward Hartt, U. S. Navy.

NASHVILLE

LIGHT DRAFT GUNBOAT

Length, 220 feet

Beam, 38 feet

Draft, 11 feet

Displacement, 1,371 tons

NAMED FOR THE CITY OF NASHVILLE

(Capital of Tennessee)

Launched October 19, 1895, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS MARIA GUILD (Mrs. John D. Westbrook), daughter of Mayor Guild, of Nashville, Tennessee. Maids of Honor were Miss Georgie Orr and Miss Frances Reid.

U. S. S. "Nashville" was attached to the North Atlantic Fleet, during the Spanish-American War. Captured the first prize vessel.

NEBRASKA

FIRST-CLASS BATTLESHIP

Length, 435 feet

Beam, 76 feet

Draft, 23 feet, 9 inches

Displacement, 14,948 tons

NAMED FOR THE STATE OF NEBRASKA

(Which was admitted to the Union in 1867)

Launched October 7, 1904, at the yard of Moran Brothers, Seattle, Washington.

Sponsor: MISS MARY NAIN MICKEY, daughter of Governor John H. Mickey, of Nebraska.

Miss Nellie Moran was Maid of Honor.

A beautiful gold watch was presented to Miss Mickey, as a souvenir of the occasion, by the builders of the "Nebraska."

NEWARK

UNARMORED PROTECTED CRUISER

*Length, 311 feet**Beam, 49 feet**Draft, 18 feet**Displacement, 4,083 tons*

NAMED FOR THE CITY OF NEWARK, NEW JERSEY

Launched March 19, 1890, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS ANNIE BOUTELLE, daughter of Congressman Charles Boutelle, of Maine.

U. S. S. "Newark" took part in bombardment of Manzanilla, Cuba, August 12, 1898, Spanish-American War.

NEW HAMPSHIRE (2D)

FIRST-CLASS BATTLESHIP

*Length, 450 feet**Beam, 76 feet**Draft, 24 feet**Displacement, 16,000 tons*

NAMED FOR THE STATE OF NEW HAMPSHIRE

(Which ratified the Constitution in 1788)

Launched June 30, 1906, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: MISS HAZEL E. McLANE (Mrs. John Alexander Clark), daughter of Hon. John McLane, Governor of New Hampshire.

Maids of Honor were Miss Marion Sortwell, of Cambridge, Massachusetts, and Miss Margaret Thayer, of Concord, New Hampshire. Miss McLane was accompanied by her brothers Clinton A. and John R. McLane, and members of the Governor's Staff.

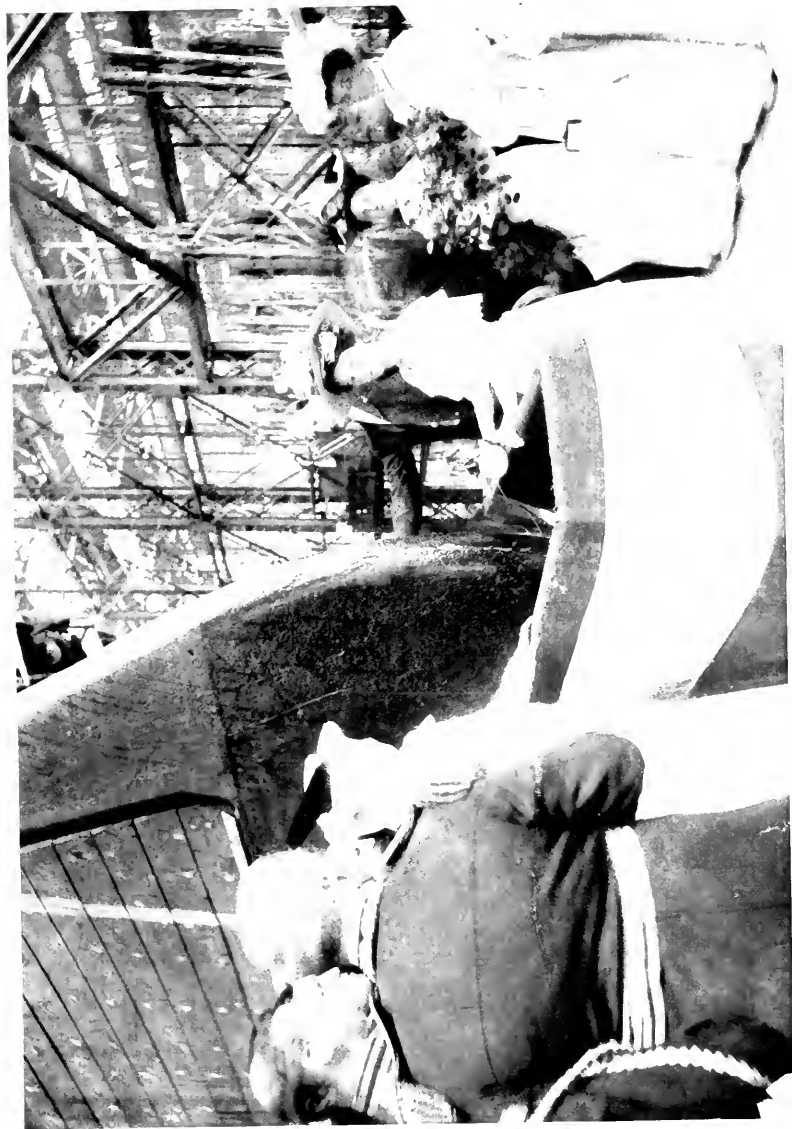


Photo by New York Shipbuilding Co.

AWAITING THE START OF THE BATTLESHIP "NEW HAMPSHIRE"

NEW IRONSIDES

IRONCLAD

Eighteen guns

3,486 tons

NAMED FOR "OLD IRONSIDES"

(The frigate "Constitution")

Was flagship of attack on Fort Sumter, April 7, 1863. Took part in attacks on Fort Wagner, Fort Moultrie and Fort Fisher.

Launched May 10, 1862, at the yard of Wm. Cramp & Sons, Philadelphia, Pennsylvania.

Sponsor: The ironclad was named by Commodore Charles Stewart, U. S. Navy.

"No launch in years has attracted more attention. The recent celebrated engagement between the 'Monitor' and the 'Merrimac,' in Hampton Roads, opened the eyes of the people to the great superiority of the 'Ironclad,' and everyone who could wended his way to get a sight of the new monster.

"At nine o'clock Commodore Stewart and a number of Naval Officers took position in the bow. At precisely 27 minutes after 10 o'clock the 'New Ironsides' gracefully glided into its element. As the frigate touched the water Commodore Stewart broke a bottle of brandy over the bow, saying: 'Success to the "New Ironsides" — May her career be prosperous and glorious.' This was followed by the breaking of two bottles of Madeira of the vintage of 1808, which was passed among the invited guests.

"The gallant old Commodore whose name is conspicuously connected with 'Old Ironsides' suggested the name 'New Ironsides.' In a letter accepting the Navy Department's invitation to name the vessel, he said: 'Why not add "New" to the name?'" — *Public Ledger*.

NEW JERSEY

FIRST-CLASS BATTLESHIP

Length, 435 feet

Beam, 76 feet

Draft, 23 feet, 9 inches

Displacement, 14,948 tons

NAMED FOR THE STATE OF NEW JERSEY

(Which ratified the Constitution in 1787)

Launched November 10, 1904, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MRS. WILLIAM B. KINNEY, daughter of Hon. Franklin B. Murphy, Governor of New Jersey.

NEWPORT

COMPOSITE GUNBOAT

Length, 168 feet

Beam, 36 feet

Draft, 12 feet

Displacement, 1,010 tons

NAMED FOR THE CITY OF NEWPORT, RHODE ISLAND

Launched December 5, 1896, at Bath Iron Works, Bath, Maine.

Sponsor: MISS FRANCES LAFARGE (Mrs. E. H. Childs), daughter of Mr. John LaFarge, of New York, and granddaughter of Commodore Perry.

NEW YORK (5TH)

BATTLESHIP

Length, 565 feet

Beam, 95 feet

Draft, 28 feet

Displacement, 28,367 tons

NAMED FOR THE STATE OF NEW YORK

(Which ratified the Constitution in 1788)

Launched October 30, 1912, at the Navy Yard, New York.

Sponsor: Miss ELSIE CALDER, daughter of Representative William M. Calder, of New York, attended by Miss Kathleen Fitzgerald, daughter of Representative John J. Fitzgerald, of New York.

BRILLIANT sunshine beat upon the towering red and gray hull and upon the fifty thousand eager spectators surging in the Navy Yard and filling every roof or vessel as far as the eye could reach. Flashing effects of sky and water helped to make vivid the bunting with which vessels and buildings were dressed. At half after ten o'clock a salute of 21 guns and the dipping of flags announced the arrival of President Taft, who proceeded through cheering crowds to the stand built about the bow of the mammoth ship. Beside him stood Miss Elsie Calder, carrying an armful of flowers and holding in her hand the silver-cased beribboned bottle of champagne. Little Miss Fitzgerald stood ready with an armful of flowers to pelt the ship.

Grouped about them were Secretary of the Navy Meyer; Governor Dix and Staff; Rear-Admiral Hugo Osterhaus, Commander-in-Chief of the North Atlantic Fleet; Rear-Admiral Bradley A. Fiske, commanding the First Division; Captain Albert Gleaves, Commandant of the New York Navy Yard; Major-General Thomas H. Barry, Brigadier-General Tasker H. Bliss, and a brilliant assemblage of Army and Navy officers, and ladies. Among the ladies were Miss Helen Miller Gould and members of the Society of Sponsors of the U. S. Navy.

At eleven o'clock the great ship began her flight to the river. A mighty cheer went up from the multitude; sirens on the warships "Wyoming," "Arkansas," "Florida," "Utah," "Delaware," "Connecticut" and

on countless river craft screeched, and bands played unheard in the din.

A luncheon was given in the sail loft to President Taft and a large number of invited guests immediately after the launching.

NIAGARA (2D)

SCREW FRIGATE

Displacement, 4,580 tons

Twelve guns

NAMED FOR NIAGARA RIVER AND U. S. S. "NIAGARA"
(*One of Commodore Perry's fleet at the Battle of Lake Erie*)

"Niagara 2d" was launched February 3, 1856, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS ANNIE C. O'DONNELL, of New York.

The "Niagara" went down the ways sooner than was expected and disappointed many who arrived by slow coaches. She broke loose from her fastenings and at ten-thirty began to slide slowly down the ways. There were about seventy-five ladies and gentlemen on board. The "North Carolina" immediately fired a salute and cheers of the crowd rent the air. After she had been drawn up to the wharf she was duly named by Miss O'Donnell.

U. S. S. "Niagara 2d" later carried our first Atlantic sub-marine cable-telegraph.

NICHOLSON

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 6 feet

Displacement, 218 tons

NAMED FOR CAPTAIN SAMUEL NICHOLSON, U. S. NAVY

Launched September 23, 1901, at the yard of Lewis Nixon, Elizabethport, New Jersey.

Sponsor: MRS. OLIVER HAZARD PERRY BELMONT, whose husband was an officer in the United States Navy, and descendant of Commodore Matthew Calbraith Perry.

CAPTAIN SAMUEL NICHOLSON, U. S. Navy, was a Lieutenant on the "Bon Homme Richard." Was appointed Captain in 1794. Commanded the frigate "Deane" and captured three sloops-of-war. He was the first Commander of the frigate "Constitution."

His two brothers, Captain John Nicholson, U. S. Navy, and Captain James Nicholson, U. S. Navy, also served with distinction in the Revolutionary War.

Commodore William C. Nicholson, U. S. Navy (son of John), was Midshipman under Decatur in the "President," War of 1812. Served also in Civil War.

Commodore James W. A. Nicholson, U. S. Navy (grandson of Captain Samuel), was with Perry in the expedition to Japan, 1853-55. In command of the "Isaac Smith," took part in battle of Port Royal. Participated in capture of Jacksonville, Fernandina and St. Augustine. In command of the "Manhattan," took part in battle of Mobile Bay, the capture of the ram "Tennessee," and bombardment of Fort Morgan.

NIPSIC

GUNBOAT

Displacement, 1,375 tons

NAMED FOR NIPSIC LAKE, ONTARIO

Launched June 15, 1863, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS REBECCA SCOTT (Mrs. Henriques), of Washington, assisted by Miss Lucy L. Hale (Mrs. William E. Chandler), of Dover, New Hampshire.

THE "Nipsic" and the "Shawmut" were launched the same day. The "Nipsic" was launched from the open yard. Almost immediately the "Nipsic" was followed by the "Shawmut" from the shiphouse.

U. S. S. "Nipsic" had blockade duty in 1864.

NORTH CAROLINA (2D)

ARMORED CRUISER

Length, 502 feet

Beam, 72 feet

Draft, 25 feet

Displacement, 14,500 tons

NAMED FOR THE STATE OF NORTH CAROLINA

(Which ratified the Constitution in 1789)

Launched October 6, 1906, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS REBEKAH WILLIAMS GLENN (Mrs. Daniel Engle Hoffman), daughter of Hon. Robert B. Glenn, Governor of North Carolina.

Accompanying Miss Glenn as Maids of Honor were Mrs. A. H. Arrington, wife of the Governor's private secretary, and Miss Lillian Thompson.

Among those present were Governor and Mrs. Robert Brodnax Glenn, Governor Glenn's entire staff, Adjutant-General T. R. Robertson and wife, Lieutenant Commander Victor Blue, U. S. Navy, and many prominent North Carolinians.

NORTH DAKOTA

FIRST-CLASS BATTLESHIP

Length, 510 feet

Beam, 85 feet

Draft, 26 feet, 11 inches

Displacement, 20,000 tons

NAMED FOR THE STATE OF NORTH DAKOTA

(Which was admitted to the Union in 1889)

Launched November 10, 1908, at the Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: Miss MARY BENTON, daughter of Colonel John Benton, of Fargo, North Dakota.

Miss Benton was accompanied by Mrs. Alice Nelson Page, of Grand Forks, North Dakota.

Governor John Burke, of North Dakota, and Staff were present.

NYACK

GUNBOAT

Length, 181 feet

Beam, 32 feet

Draft, 12 feet

Displacement, 600 tons

NAMED FOR TOWN OF NYACK, NEW YORK

Launched October 6, 1863, at the Navy Yard, Brooklyn, New York.

Sponsor: Miss EMMA PAULDING, daughter of Rear-Admiral Leonard Paulding, U. S. Navy, and granddaughter of Rear-Admiral Hiram Paulding, named the ship.

U. S. S. "Nyack" in 1864 took part in attack on Fort Fisher; in 1865 in capture of Fort Anderson.

O'BRIEN

TORPEDO BOAT

*Length, 175 feet**Beam, 17 feet**Draft, 6 feet**Displacement, 220 tons*

NAMED FOR CAPTAIN JEREMIAH O'BRIEN, U. S. NAVY,
AND FOR HIS FOUR BROTHERS

Launched September 24, 1900, at Crescent Shipyard, Elizabethport, New Jersey.

Sponsor: MISS MIRA O'BRIEN, great-great-granddaughter of Joseph O'Brien, brother of Captain Jeremiah O'Brien, U. S. Navy.

In recognition of the antecedents of Miss O'Brien and the name of the boat, the keel of the "O'Brien" was painted green and the roses carried by Miss O'Brien were tied with green ribbons. The sword captured from Lieutenant Moore in the first Revolutionary Naval engagement was taken to the launching of the "O'Brien."

FIVE O'Brien brothers were residents of Machias, Maine, when the battle of Lexington, April, 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop-of-war, the "Margaretta," arrived in Machias harbor under the command of Lieutenant Moore, and the latter declared that unless the pole were cut down he would destroy the town.

During the parley that followed a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently badly handled, fouled the warship and instantly scores of Yankees boarded the foreign craft armed with

pitchforks, axes and muskets. A battle followed in which the Americans were victorious after losing six men and killing ten of the enemy, including Lieutenant Moore. *This was the first Naval engagement of the Revolution.*

The lumber sloop was under the command of Jeremiah O'Brien and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only sixteen years old and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much of a man.

Lieutenant Moore's sword was given to Joseph O'Brien, the baby of the crew.

OCTORORA

GUNBOAT—DOUBLE-ENDER

829 tons

Six guns

NAMED FOR OCTORORA CREEK, PENNSYLVANIA

Launched December 7, 1861, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS EMMA HARTT, daughter of Naval Constructor E. Hartt, and granddaughter of Naval Constructor Samuel Hartt, U. S. Navy.

U. S. S. "Octorora" was engaged at Fort Morgan; engaged batteries at Vicksburg; in 1864 engaged Fort Powell; passed the Forts at Mobile lashed to the "Brooklyn" — Civil War.

OHIO (3D)

FIRST-CLASS BATTLESHIP

Length, 388 feet

Beam, 72 feet

Draft, 23 feet

Displacement, 12,500 tons

NAMED FOR THE STATE OF OHIO

(Which was admitted to the Union in 1803)

Launched May 18, 1901, at Union Iron Works, San Francisco, California.

Sponsor: MISS HELEN DESHLER (Mrs. Charles Edward Brown), daughter of Mr. William G. Deshler, of Columbus, Ohio, and related to Governor George K. Nash, of Ohio.

Miss Deshler was accompanied by Miss Louise Deshler and Mr. and Mrs. Frederick Sinks.

Among those present were President McKinley and Mrs. McKinley, Secretary of State Hay, Secretary of Navy Long, Secretary of Agriculture Wilson, Secretary of Interior Hitchcock, Governor Nash of Ohio.

"You may fire when ready, Gridley." —DEWEY

OLYMPIA

UNARMORED PROTECTED CRUISER

Length, 340 feet

Beam, 53 feet

Draft, 21 feet, 6 inches

Displacement, 5,865 tons

NAMED FOR CITY OF OLYMPIA

(The Capital of the State of Washington)

Launched November 5, 1892, at Union Iron Works, San Francisco, California.

Sponsor: MISS ANNA BELLE DICKIE, San Francisco California, daughter of the General Manager of the Union Iron Works.

At the launching, Miss Dickie's hand was cut with the broken glass, and Admiral Belknap, taking this little incident as an omen, predicted that the ship would be the first to shed blood for the new Navy. This prediction was fulfilled at Manila Bay.

At the launching Miss Elsie Lilienthal, the daughter of a prominent San Francisco banker, cut the rope.

U. S. S. "Olympia" was Commodore Dewey's flagship in the Battle of Manila Bay, Spanish-American War.

OMAHA

S L O O P - O F - W A R

Length, 250 feet

Beam, 38 feet

Draft, 16 feet

Displacement, 2,400 tons

NAMED FOR OMAHA RIVER

Launched June 10, 1869, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS KITTY MARCHAND (Mrs. Valentine Nelson), daughter of Commodore Marchand, U. S. Navy.

The naming ceremony was performed by Miss Kitty Marchand, daughter of the Commodore, who named the vessel "Astoria." The "Astoria" was re-named "Omaha."

ONEIDA

S C R E W

Nine guns

Tonnage, 1,023

NAMED FOR ONEIDA LAKE, NEW YORK

(Indian tribe name)

Launched November 20, 1861, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS MARY E. MEADE (Mrs. James H. Sands), daughter of Post Captain Richard W. Meade, U. S. Navy, then in command of receiving ship "North Carolina," at New York. Miss Meade christened the ship with salt water.

U. S. S. "Oneida" was with Farragut's fleet in the passage of Fort Jackson and Fort Philip April 24, 1862, and in the passage of Fort Morgan, 1864.

ONONDAGA

IRONCLAD

Four guns

Tonnage, 1,250

NAMED FOR ONONDAGA, NEW YORK

(Indian tribe name)

Launched July 29, 1863, at Continental Iron Works, Greenpoint, Long Island.

Sponsor: MISS SALLIE SEDGWICK, daughter of Senator Sedgwick, of Onondaga, New York.

"The baptism of the 'Onondaga' was to have been preformed by Miss Quintard, the daughter of the designer. On Saturday she visited the vessel, entering with spirit into the plans for the extensive festivities of the launch. On Tuesday she was dead, having fallen a victim to a malignant disease. The christening was performed by little Miss Sedgwick." — *New York Herald*.

In the Civil War the "Onondaga" had active service in James River.

OREGON (2D)

FIRST-CLASS BATTLESHIP

Length, 348 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 10,288 tons

NAMED FOR THE STATE OF OREGON

(Which was admitted to the Union in 1859)

Launched October 26, 1893, at Union Iron Works, San Francisco, California.

Sponsor: Miss DAISY AINSWORTH (Mrs. Percy Tredegar Morgan), daughter of Captain J. C. Ainsworth, President of the Oregon Steam Navigation Company, who was the pioneer of river navigation in Oregon and Washington, and in the development of the entire Northwest.

Miss Eugenia Shelby, of Portland, Oregon, pressed the button that released the vessel.

U. S. S. "Oregon" was in action with Cervera's fleet, Battle of Santiago, July 3, 1898, following a record-breaking trip from the Pacific.

OSSIPEE

STEAM SLOOP-OF-WAR

Length, 207 feet

Beam, 38 feet

Draft, 15 feet

Displacement, 1,240 tons

NAMED FOR OSSIPEE RIVER

(Ossipee Indian tribe)

Launched November 16, 1861, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MRS. MCFARLAND, wife of the Editor of the *Concord Statesman*, assisted by Mrs. Sawyer.

U. S. S. "Ossipee" passed Forts of Mobile with the "Itasca," May 14, 1865. Was at the surrender of Fort Morgan, August 23, 1865.

OZARK (3D) (Formerly ARKANSAS, 1ST)

SINGLE-TURRET MONITOR

Length, 252 feet

Beam, 50 feet

Draft, 12 feet

Displacement, 3,225 tons

NAMED FOR THE STATE OF ARKANSAS

(Re-named for Ozark, Arkansas)

Launched November 10, 1900, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS BOBBIE NEWTON JONES, daughter of Governor Daniel W. Jones, of Arkansas, named the Monitor "Arkansas."

PADUCAH

COMPOSITE GUNBOAT

Length, 174 feet

Beam, 35 feet

Draft, 12 feet

Displacement, 1,085 tons

NAMED FOR THE CITY OF PADUCAH, KENTUCKY

Launched October 11, 1904, at Gas Engine & Power Company and Charles L. Seabury & Company, Morris Heights, New Jersey.

Sponsor: MISS ANNA MAY YEISER, daughter of Hon. D. A. Yeiser, Mayor of Paducah, Kentucky.

Miss Yeiser was attended by Mrs. Henry Craig Yeiser, Cincinnati, Ohio, Miss Florence Yeiser, and Miss Aline Bagby, Paducah, Kentucky.

Among those present were Mr. Henry Craig Yeiser, Cincinnati, Ohio, Mr. Edwin J. Paxton, Paducah,

Kentucky, Mr. Urey Woodson, Owensboro, Kentucky,
Miss Frances Gould, Paducah, Kentucky.

PARKER

TORPEDO BOAT DESTROYER

Length, 305 feet

Beam, 31 feet

Draft, 9 feet

Displacement, 1,010 tons

NAMED FOR REAR-ADMIRAL FOXHALL ALEXANDER
PARKER, U. S. NAVY

Launched February 8, 1913, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. HENRY W. HAND (Elizabeth Sheble), wife of the Vice-President of the Shipbuilding Company.

REAR-ADMIRAL FOXHALL ALEXANDER PARKER, U. S. Navy, was born in New York in 1821. Appointed Midshipman in 1837. In the Civil War co-operated with the Army of the Potomac. Protected Alexandria, Virginia, after the Battle of Bull Run. Active service off Charleston, South Carolina. Commanded Naval Battery at the bombardment of Fort Sumter. Commanded the Potomac Flotilla. Commissioned as Captain for good service in Civil War. In 1872 drew up a code of signals for Steam Tactics. Was the author of *Fleet Tactics Under Steam*, *The Naval Howitzer Afloat* and other valuable works. Was one of the founders of the U. S. Naval Institute.

PATTERSON

TORPEDO BOAT DESTROYER

*Length, 287 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*

NAMED FOR COMMODORE DANIEL TODD PATTERSON,
U. S. NAVY

Launched April 29, 1911, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS GEORGEANNE POLLOCK PATTERSON, of Washington, daughter of Rear-Admiral Thomas Harman Patterson, and granddaughter of Commodore Daniel Todd Patterson. Her brother, Colonel R. H. Patterson, U. S. Army, accompanied her to the launching, also a party of friends from Washington.

The vessel slid down the ways almost before Miss Patterson could swing the bottle of champagne against the steel prow and say: "I name thee 'Patterson,' and good luck!" The destroyer swept across the Delaware River, uproariously saluted by river craft, while buglers from League Island Navy Yard sounded a fanfare.

COMMODORE DANIEL TODD PATTERSON entered the United States Navy in 1800. Captured on U. S. Frigate "Philadelphia" by Tripolitans. Prisoner of war three years. Commanded Naval forces at New Orleans, 1813. Co-operated with Major-General Jackson at Battle of New Orleans, and for his splendid services there received the approval of the United States Congress and thanks of the Legislature of the State of New York. One of the Naval Commissioners



Photo by J. W. Drayton
"BAPTISM"! U.S. TORPEDO BOAT DESTROYER "PATTERSON"

during President Jackson's Administration. Twice commanded the Mediterranean Fleet; flagships, "United States" and "Delaware."

PAULDING

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR REAR-ADMIRAL HIRAM PAULDING, U. S.
NAVY

Launched April 12, 1910, at Bath Iron Works, Bath, Maine.

Sponsor: MISS EMMA PAULDING, granddaughter of Rear-Admiral Hiram Paulding, and daughter of Rear-Admiral Leonard Paulding, U. S. Navy.

REAR-ADMIRAL HIRAM PAULDING, U. S. Navy, was born in New York in 1797. Appointed Midshipman in 1811. In War of 1812, in the "President" and "Ticonderoga," took part in the actions with the British fleet on Lake Champlain. In 1815 served in the "Constellation" in War with Algiers and took part in capture of Algerine cruisers. Held many important commands. In 1861 was appointed by President Lincoln to assist the Navy Department in putting the Navy afloat and other important operations, which he performed with ability and zealous devotion to duty.

"I have not yet begun to fight." — PAUL JONES

PAUL JONES (3D)

TORPEDO BOAT DESTROYER

Length, 245 feet

Beam, 23 feet

Draft, 6 feet, 6 inches

Displacement, 420 tons

NAMED FOR COMMODORE JOHN PAUL JONES, U. S.
NAVY

Launched June 14, 1902, at Union Iron Works, San Francisco, California.

Sponsor: MRS. ELIZABETH GOLDSBOROUGH ADAMS, wife of Naval Constructor L. S. Adams, U. S. Navy, on duty at the Union Iron Works at the time.

COMMODORE JOHN PAUL JONES, U. S. Navy, was born in Scotland in 1747. In 1775 was appointed First Lieutenant of the "Alfred," the first American flagship. He hoisted the first Continental flag afloat, the yellow flag with rattlesnake and pine tree. In 1776, in command of the "Alfred" and "Providence," captured many prizes.

In command of the "Ranger," at Quiberon Bay, February 14, 1778, he received from the French fleet the first salute to the Stars and Stripes. In the "Ranger," captured the British sloop-of-war "Drake." Jones was the terror of British shipping and seaport towns.

In 1779, in the "Bon Homme Richard," whipped the "Serapis" after his own ship was practically a wreck. He moved his men to the "Serapis" just before his own ship went down, saying, "I have not yet begun to fight."

Commodore Jones was knighted by France and presented with a sword by the king. Congress gave him

a vote of thanks and command of the "America," then building. The "America" was the first ship-of-the-line launched in America and Paul Jones was aboard.

PAWNEE

STEAM SLOOP

Tonnage, 1,287

Fifteen guns

NAMED FOR PAWNEE RIVER

(Indian tribe name)

Launched October 8, 1859, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS GRACE TYLER (Mrs. John B. Scotia), daughter of Mr. Robert Tyler, named the vessel in the presence of an immense crowd, and broke a bottle of claret over the figurehead, a great Pawnee chief.

U. S. S. "Pawnee" in 1861 took part in attack on Fort Sumter; in second engagement of Potomac Flotilla; engagement at Matthias Point; expedition at Hatteras Inlet; Battle of Port Royal. In 1862 capture of Fernandina.

PAWTUXET

SIDE WHEELER

Eight guns

Tonnage, 976

NAMED FOR THE PAWTUXET RIVER

Took part in first attack on Fort Fisher 1864, second attack on Fort Fisher 1865. Attack on Fort Anderson, 1865.

The "Pawtuxet" was launched March 19, 1863, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS ANNA M. VANDERBILT, of Philadelphia, Pennsylvania.

"At eleven-thirty a. m. a large and gay company were on board to be launched in the new steamer. Miss Anna M. Vanderbilt, of Philadelphia, a fair, graceful and accomplished young lady, had been selected to christen the ship.

"In a moment it started with its precious freight and slowly and steadily it rushed to the water, its home and resting place. As soon as it had fairly bathed itself, Miss Vanderbilt broke over the side a bottle of wine and sea water commingled and christened it the 'Pawtuxet' and bade it success in its important work.

"The company after the launch retired to a hall, where they enjoyed themselves in a social dance for a few hours. There was a liberal display of female beauty on this occasion, and Portsmouth can boast of as many as in the State."—From the *Independent Democrat*.

PENNSYLVANIA (1ST)

SHIP-OF-THE-LINE

120 guns

Tonnage, 3,241

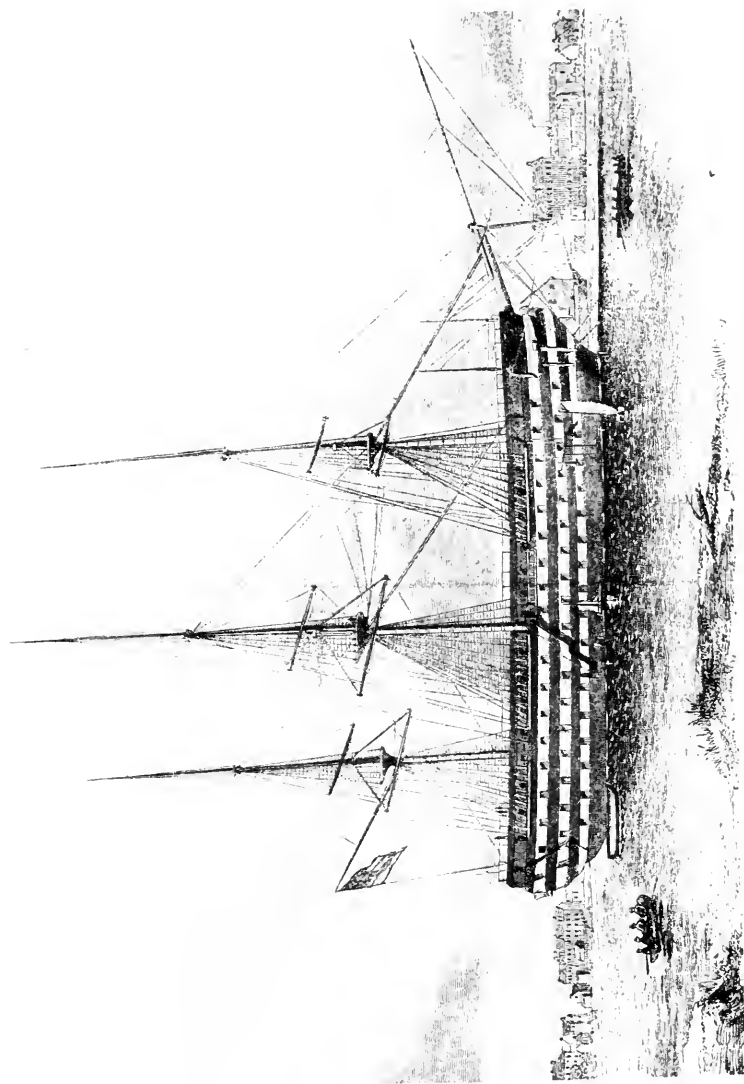
NAMED FOR THE STATE OF PENNSYLVANIA

(Which ratified the Constitution in 1787)

Launched July 18, 1837, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: COMMODORE JAMES BIDDLE, U. S. Navy.

"The navy yard and public storehouses were filled, and the wharves presented one uninterrupted dense mass of spectators. The multitude was estimated at the lowest calculation to comprise one hundred thousand persons. Two cannons, discharged in rapid



SHIP-OF-THE-LINE "PENNSYLVANIA," 1ST

succession, told in a voice not to be misunderstood, that in ten minutes the launch would take place.

"The sturdy shipwrights had already quitted their repose and with ponderous strokes were knocking away the beams supporting the vessel. Some three hundred, as we are informed, lent their strength to the work of liberation, and the echoing blows were fast dying away for the still more welcome sound of the battering-ram, sent with huge force against the bows. Instantly there was great agitation throughout the multitude, we could even see its effect in the sister state of New Jersey. The cry 'she moves' rose from a hundred thousand lips. The band struck up our national hymn, the cannon roared, the thousands on ship and shore again and again iterated their glad and mutual huzzas.

"As she met her element, Commodore James Biddle, seated at the giant figurehead of Hercules, gave her name, 'Pennsylvania,' with the appropriate ceremonies.

"Commodore Stewart, Commandant of the Navy Yard, and Captain Read were among the distinguished officers on board." — *The National Gazette*.

PENNSYLVANIA (2D)

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF PENNSYLVANIA

(Which ratified the Constitution in 1787)

Launched August 22, 1903, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS CORAL QUAY, daughter of Hon. Matthew S. Quay, United States Senator from Pennsylvania.

Among those present were Governor Pennypacker of Pennsylvania, Senator Quay, Senator Penrose, Admiral C. D. Sigsbee, U. S. Navy, Mayor Weaver of Philadelphia, and an immense throng of spectators.

PENSACOLA

STEAM SLOOP-OF-WAR

Length, 230 feet

Beam, 44 feet

Draft, 18 feet, 7 inches

Displacement, 3,000 tons

NAMED FOR PENSACOLA, FLORIDA

Launched August 13, 1859, at the Pensacola Navy Yard, Florida.

Sponsor: MISS MARGARET MORENO MALLORY (Mrs. Henry Bishop), daughter of the Hon. Stephen R. Mallory, afterward Secretary of the Confederate States Navy.

The gangway headboards of the "Pensacola" were decorated with cornucopias — "horns of plenty," Pensacola being the Indian word for "plenty."

U. S. S. "Pensacola" was with Farragut's squadron in the passage of Forts Jackson and St. Philip April 1864. Took part in Battle of New Orleans and Battle of Mobile Bay.

PEQUOT

SCREW STEAMER

Tonnage, 593

Ten guns

NAMED FOR PEQUOT RIVER

Launched June 4, 1863, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: Miss BAURY, daughter of Reverend Doctor Baurý of Boston.

U. S. S. "Pequot" in 1864 took part in operations on James River; took part in bombardment of Fort Fisher. In 1865 shared in capture of Fort Fisher; capture of Fort Anderson.

PERKINS

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR COMMODORE GEORGE HAMILTON PERKINS,
U. S. NAVY

Launched April 9, 1910, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MRS. LARZ ANDERSON (Isabel Weld Perkins), Washington, District of Columbia, daughter of Commodore George Hamilton Perkins.

COMMODORE GEORGE HAMILTON PERKINS, U. S. Navy, was born at Hopkinton, New Hampshire, October 20, 1835, died in Boston, Massachusetts, October 28, 1899. Entered the Navy as Midshipman in 1851 and served his country with honor forty-eight years. His intrepid conduct at the passage of the forts below New Orleans in 1862 — his heroism in the surrender of that city — his skill and daring on notable occasions on the Mississippi River and in the Gulf of Mexico — and his achievements in Battle of Mobile Bay August 5, 1864, when as commander of the "Chickasaw" he compelled the surrender of the "Tennessee" — won from the Navy unqualified admiration and

from Farragut these words: "The bravest man that ever trod the deck of a ship."

He participated in the actions at Forts Jackson and St. Philip, April 24, 1862; capture of the "Governor Moore" and three ships of the Montgomery Flotilla, and the surrender of New Orleans April 25, 1862; skirmishes on the Mississippi River, July, 1862; Port Hudson and Whitehall's River, July, 1862; capture of the "Mary Sorley" and capture of the "Tennessee," August 5, 1864; Battle of Mobile Bay, August 5, 1864; Fort Powell, Fort Gaines and Fort Morgan, August, 1864.

"We have met the enemy and they are ours." — PERRY

PERRY (3D)

TORPEDO BOAT DESTROYER

Length, 245 feet

Beam, 23 feet

Draft, 6 feet

Displacement, 420 tons

NAMED FOR COMMODORE OLIVER HAZARD PERRY,
U. S. NAVY

Launched October 27, 1900, at Union Iron Works, San Francisco, California.

Sponsor: Miss MAUD O'CONNOR, daughter of Cornelius O'Connor.

COMMODORE OLIVER HAZARD PERRY, U. S. Navy, was the son of Captain Christopher Raymond Perry, U. S. Navy, a distinguished officer of the Revolutionary War. Born in Rhode Island in 1785. Appointed Midshipman in 1799. Served in the Tripolitan War and was promoted to Acting Lieutenant at seventeen. His most conspicuous service was in the War of 1812. He led the boats in Commodore Chauncey's attack on Fort George in 1813. Later, com-

manded forces on Lake Erie. Defeated the English Squadron in the battle of Lake Erie. He received a gold medal for this victory.

Captain Matthew Calbraith Perry, U. S. Navy, brother of Commodore Perry, was born in 1795. Appointed Midshipman in 1809. Served in the War of 1812. Commanded the Gulf Fleet in the Mexican War. In 1853, in command of East India Squadron, went to Japan and effected a treaty which opened Japanese ports to American commerce.

PETREL

GUNBOAT

Length, 181 feet

Beam, 31 feet

Draft, 11 feet, 6 inches

Displacement, 890 tons

NAMED FOR THE PETREL

(A sea bird, frequenting the high seas and rarely landing)

Launched October 13, 1888, at the Columbian Iron Works, Baltimore, Maryland.

Sponsor: Miss VIRGINIA SCHLEY (Mrs. Ralph M. Stuart Wortley), daughter of Captain Winfield Scott Schley, U. S. Navy.

U. S. S. "Petrel" was in the squadron of Commodore Dewey at the Battle of Manila Bay, May 1, 1898, Spanish-American War.

PHILADELPHIA (1ST)

FRIGATE

Forty-four guns

Tonnage, 1,240

NAMED FOR THE CITY OF PHILADELPHIA, PENNSYLVANIA

Built at Philadelphia in 1799 by subscriptions of the merchants of that city and cost \$179,349.

"THE LAUNCH"

"FRIGATE CITY OF PHILADELPHIA"

"AT half past two o'clock yesterday (Thursday, Nov. 28, 1799) afternoon this elegant ship was safely launched into the Delaware accompanied by the acclamations of thousands of spectators who lined the shore. As soon as she was afloat salutes were fired from the 'Augusta' and the 'Richmond,' armed brigs lying at anchor in the cove.

"The tide serving at an earlier hour than was expected, owing to a strong wind from the southeast, the launch took place sooner than was intended, by which a great number of people who promised themselves the pleasure of viewing this beautiful operation were disappointed, but who were, however, much gratified by afterwards seeing one of the finest ships ever built in this country safely moored." — *Philadelphia Gazette*.

She was known in the U. S. Navy as the "Philadelphia."

NOTE.—The "Philadelphia" sailed on her third cruise July 28, 1803, commanded by Captain William Bainbridge, for the Mediterranean. While chasing a Tripolitan corsair, October 31, 1803, she ran on an uncharted rock in the harbor of Tripoli, where the wreck still lies. In 1804, U. S. Navy Volunteers embarked in the ketch "Intrepid" and set her on fire, under Tripolitan guns.

PHILADELPHIA (2D)

UNARMORED PROTECTED CRUISER

*Length, 327 feet**Beam, 48 feet**Draft, 19 feet**Displacement, 4,410 tons*

NAMED FOR CITY OF PHILADELPHIA, PENNSYLVANIA

Launched September 17, 1889, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MINNIE WANAMAKER (Mrs. Barclay Warburton), daughter of Hon. John Wanamaker, Postmaster-General of the United States.

Among those present were Mrs. Benjamin Harrison, wife of the President of the United States, the Hon. John Wanamaker, many prominent officials and an immense crowd of spectators.

PLYMOUTH

S L O O P - O F - W A R

989 tons

Twenty-two guns

NAMED FOR PLYMOUTH, MASSACHUSETTS

(Where the "Mayflower" landed in 1620)

In Commodore Perry's Squadron in the expedition to Japan in 1853.

Launched May 31, 1836, at the Navy Yard, Charlestown, Massachusetts.

"The weather was delightful, the sea smooth, and hosts of ladies and gentlemen were present to witness the pleasing spectacle. A band of music, stationed in the shiphouse, enlivened the scene by playing several national airs. When all was ready, the connecting planks were cut, the band struck up 'Yankee Doodle,' and gracefully the 'Plymouth' glided along the inclined plane into her destined element, saluted by the huzzas and cheers of the spectators. The Yankee jack, as she skimmed along the water, displayed its stars from a flag-staff at the fore, the long streaming pennant waved at the main, and the glorious stripes and stars swelled out in naval pride from her mizzen. Two young sailors, one stationed at each side of her head, anointed her with bottles, and named her as she left

the cradle for the deep.”—*From a newspaper clipping pasted in a Register for 1842, by Commodore Preble.*

PORTER

TORPEDO BOAT

*Length, 175 feet**Beam, 17 feet**Draft, 4 feet, 8 inches**Displacement, 165 tons*

NAMED FOR COMMODORE DAVID PORTER, U. S. NAVY,
AND HIS SON, ADMIRAL DAVID DIXON PORTER,
U. S. NAVY

Launched September 9, 1896, at Herreshoff Manufacturing Company, Bristol, Rhode Island.

Sponsor: MISS AGNES M. HERRESHOFF, daughter of Mr. Nathaniel G. Herreshoff, the designer of the “Porter.”

COMMODORE DAVID PORTER, U. S. Navy, was born in Boston, Massachusetts, in 1780. Appointed Midshipman in 1798. In 1799 took part in the fight between the “Constellation” and “L’Insurgente.” In 1803 was captured in the “Philadelphia” at Tripoli. In 1812, in command of frigate “Essex,” had a most adventurous career, making many captures of British packets and crippling British commerce. In 1813 cruised in the Pacific and captured many vessels. In 1814, at Valparaiso, surrendered the “Essex” to superior force of British frigates “Phoebe” and “Cherub” only when his own ship was too disabled to offer resistance longer, the contest having been unequal in every way.

Admiral David Dixon Porter, U. S. Navy, son of Commodore Porter, was born in 1813. Appointed Midshipman in U. S. Navy in 1829. In the Mexican

War served with distinction in the "Spitfire." Engaged in every action on the coast. In the Civil War rose from Lieutenant to Admiral in two years. In 1862 Commander Porter commanded the mortar boat flotilla under Farragut at the passage of Forts Jackson and St. Philip. Bombarded forts at Vicksburg. Commanded the Mississippi Squadron as Acting Rear-Admiral. In 1863 co-operated with General Sherman in capture of Arkansas Port, for which he received a vote of thanks of Congress. Co-operated with General Grant in the capture of Vicksburg. Received thanks of Congress and promotion to Rear-Admiral. In command of North Atlantic Blockading Squadron bombarded forts at Cape Fear River. Commanded Naval forces at Fort Fisher and for his brilliant work received thanks of Congress for the fourth time. In 1866 was made Vice-Admiral. In 1870 was made Admiral of the Navy.

PREBLE (3D)

TORPEDO BOAT DESTROYER

Length, 245 feet

Beam, 23 feet

Draft, 6 feet, 6 inches

Displacement, 420 tons

NAMED FOR COMMODORE EDWARD PREBLE,
U. S. NAVY

Launched March 2, 1901, at the Union Iron Works, San Francisco, California.

Sponsor: MISS ETHEL PREBLE, of San Francisco.

COMMODORE EDWARD PREBLE, U. S. Navy, was born in Maine in 1761. In 1779, in the Provincial Marines of Massachusetts, as Midshipman, he distinguished himself in the fight between the "Protector"

and the British privateer "General Duff." He was later captured and imprisoned in the prison ship "Jersey." In 1799 was commissioned Lieutenant in the U. S. Navy. In 1803-1804, in his flagship "Constitution," he performed brilliant service in command of the fleet at Tripoli which made the six great attacks and finally effected peace. He received a gold medal and thanks of Congress.

PRESTON

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 700 tons

NAMED FOR LIEUTENANT SAMUEL W. PRESTON,
U. S. NAVY

Launched July 14, 1909, at New York Shipbuilding Company, Camden, New Jersey.

Sponsor: MISS KATHERINE MAGOUN, daughter of the Vice-President of the New York Shipbuilding Company.

LIEUTENANT SAMUEL W. PRESTON, U. S. Navy, was appointed Naval Cadet in 1858. He was Dahlgren's Flag Lieutenant in 1862. Was commended by Admiral Dahlgren for gallant conduct. Was taken prisoner at the assault on Fort Sumter, September 8, 1863, and confined in Libby Prison for months. When released, he became Flag Lieutenant to Admiral Porter. Took part in exploding powder boat "Louisiana" under Fort Fisher. Was recommended for promotion for daring and bravery. Was killed while assaulting Fort Fisher, January 15, 1865. In reporting his loss, his commanding officer said: "He fell the foremost, at the front."

PRINCETON (1ST)

SCREW

672 tons

NAMED FOR PRINCETON, NEW JERSEY

(Prominent in Revolutionary history and the scene of the Battle of Princeton)

Launched December 10, 1843, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: LIEUTENANT EDWARD R. THOMPSON, U. S. Navy.

“NOTWITHSTANDING the pitiless rain a crowd gathered in the Navy Yard. Within the shiphouse a goodly company of ladies and gentlemen had gathered. On board were two or three hundred people many of whom endangered their necks by venturing leaning down to get a look at the new engine below.

“A sharp crashing sound was heard and as the vessel glided out of the shiphouse into the water Lieutenant Thompson gave the vessel her name according to time-honored custom, and broke a bottle of American whiskey over the bow.

“A committee of members of the Franklin Institute was posted on the platform surrounding the ways with an instrument for the purpose of ascertaining the velocity with which the ship went down the ways. As she moved off the ways the ‘Star Spangled Banner’ rang out and cheers loud and long mingled with the roar of cannon. The Secretary of the Navy, Hon. David Henshaw, and the City Authorities were on board.

“Just before the vessel was released Captain Stockton, U. S. Navy, who was in charge, assembled those

on board and a prayer was offered by the Rev. Doctor Suddards:

“Eternal God, Creator of the Universe, Governor of Nations. Humbly we prostrate ourselves before Thee and ask Thy blessing. Most humbly we beseech Thee with Thy favor to behold and bless Thy servant the President of the United States and all the officers of the Government. May the vessel about to be launched be guarded by Thy gracious Providence and care. May it not bear the sword in vain, but as the minister of God be a terror to those who do evil and a defense to those who do well. Graciously bless its officers and men. May love of country be engraven upon their hearts. Remember in mercy both arms of our National defense, and may virtue, honor and religion pervade all their ranks. Bless all nations and individuals on the earth and hasten the time when the benefits of holy religion shall have so prevailed that none shall wage war again for the purpose of aggression and none shall need it as a means of defense. All of which blessings we ask in the name of Him who taught us to say: “Our Father who art in Heaven” . . .” — *U. S. Gazette*.

This is the single instance found in examined records of any religious service at the launching of a U. S. Navy ship.

The “Princeton” was the first screw vessel of war ever built. The propeller was invented by Ericsson. The engine was from the works of Merrick & Towne.

In 1884, the Princeton’s 12-inch gun burst, and killed the Secretary of State, the Secretary of the Navy, Captain Kennon and Colonel Gardiner.

PRINCETON (2D)

COMPOSITE GUNBOAT

Length, 168 feet

Beam, 36 feet

Draft, 12 feet

Displacement, 1,010 tons

NAMED FOR CITY OF PRINCETON, NEW JERSEY,
AND U. S. S. "PRINCETON"

Launched June 3, 1897, at the yard of John H. Dialogue & Son, Camden, New Jersey.

Sponsor: MISS MARGARETTA UPDIKE (Mrs. Allan Corson), daughter of Hon. E. Mulford Updike, Mayor of Princeton, New Jersey.

The launch was attended by a large delegation of citizens and officials of Princeton, including a delegation from Princeton University. All wore badges "Launching of the 'Princeton'" in Princeton colors. The champagne bottle was decorated with streamers of Princeton colors.

U. S. S. "Princeton" was in the North Atlantic Fleet, Spanish-American War.

PURITAN (2D)

DOUBLE TURRET MONITOR

Length, 290 feet

Beam, 60 feet

Draft, 18 feet

Displacement, 6,060 tons

NAMED FOR NEW ENGLAND PURITANS

Launched December 6, 1882, at the yard of John Roach & Sons, Chester, Pennsylvania.

Sponsor: MISS FALES, of Newport, Rhode Island.

U. S. S. "Puritan" took part in operations off San Juan, Porto Rico, Spanish-American War.

QUINNEBAUG

STEAM SLOOP

Tonnage, 831

NAMED FOR QUINNEBAUG RIVER

Launched March 31, 1866, at the Navy Yard, Brooklyn, New York.

Sponsor: LIEUTENANT COMMANDER DAVID B. HARMONY, U S. Navy.

As the vessel entered the water Lieutenant Commander Harmony broke a bottle of water over her bow and pronounced her name.

RALEIGH (2D)

UNARMORED PROTECTED CRUISER

*Length 300 feet**Beam, 42 feet**Draft, 18 feet**Displacement, 3,183 tons*

NAMED FOR THE CITY OF RALEIGH

(Capital of North Carolina)

Launched March 31, 1892, at the Navy Yard, Norfolk, Virginia.

Sponsor: MRS. ALFRED W. HAYWOOD, daughter of Governor Thomas M. Holt, of North Carolina.

The Secretary of the Navy, Benjamin F. Tracy, was present. Governor Holt and Staff were escorted by the Edgecombe Guards of Tarboro, North Carolina, also by the 4th Regiment Va. Vols.; and the Norfolk Blues and Grant Battery. A large number of representatives from North Carolina were present. An immense assemblage witnessed the ceremonies and the scene had all the brilliancy of a Navy Yard launching attended by many officials in uniform.

U. S. S. "Raleigh" was in the squadron of Commodore George Dewey, Battle of Manila Bay, May 1, 1898.

RARITAN

FRIGATE

Forty-four guns

Tonnage, 1,726

NAMED FOR RARITAN RIVER

Launched June 13, 1843, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: COMMANDER FREDERICK ENGLE, U. S. Navy.

AFTER twenty-two years' repose beneath the roof of the shiphouse the frigate "Raritan" was launched. At the firing of a gun the sound was heard of mauls splitting the blocks and the "Raritan" glided out of the house into the water. As the National Air was played Captain Engle stood at the bow and, breaking over the figurehead a bottle of choice whiskey, named the ship. Secretary of the Navy Upshur was present and an enormous crowd of spectators.

REID

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 700 tons

NAMED FOR CAPTAIN SAMUEL CHESTER REID,
U. S. NAVY

Launched August 17, 1909, at Bath Iron Works, Bath, Maine.

Sponsor: MISS LINA ANDREWS, Bath, Maine, niece of the President of the Bath Iron Works.

CAPTAIN SAMUEL CHESTER REID, U. S. Navy, was born in 1783. He served as Acting Midshipman under Commodore Truxtun. In War of 1812 commanded the privateer "General Armstrong." In September, 1814, in the harbor of Fayal, was attacked by the boats of three British men-of-war. Reid defeated and scattered the enemy and scuttled his own ship to prevent capture. He received the commendation of Congress for this remarkable battle. Captain Reid was appointed a Sailing Master in the Navy and held the position until his death.

RHODE ISLAND (2D)

FIRST-CLASS BATTLESHIP

Length, 435 feet

Beam, 76 feet

Draft, 23 feet

Displacement, 14,948 tons

NAMED FOR THE STATE OF RHODE ISLAND

(Which ratified the Constitution in 1790)

Launched May 17, 1904, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MRS. F. C. DUMAINE, wife of one of the Directors of the Fore River Shipbuilding Company.

RICHMOND (2D)

STEAM SLOOP

Length, 225 feet

Beam, 42 feet

Draft, 17 feet

Displacement, 2,700 tons

NAMED FOR THE CITY OF RICHMOND

(Capital of Virginia)

Launched January 26, 1860, at the Navy Yard, Norfolk, Virginia.

Sponsor: Miss ROBB, at whose side stood Miss Berryman.

The Norfolk "Day Book" gave the following account:
 "This morning, the signal being given by Constructor Pook, the gunboat 'Richmond' was let from her warp and consigned to her native element. From a fair calculation we are led to believe that twelve thousand persons were present. As the 'Richmond' glided off she was welcomed by a salute from the 'Pennsylvania.' We are sorry to mention that on account of the great quantity of crinoline that was present in the crowd many of the young men were prevented from seeing the launch, on account of which a meeting will be called in a few days for the purpose of petitioning the Legislature to allow each of the fair sex so much circumference and no more."

U. S. S. "Richmond," in Civil War, took part in battle of Mobile Bay, attacks on Forts Jackson and St. Philip and Port Hudson.

RODGERS

TORPEDO BOAT

Length, 160 feet

Beam, 16 feet

Draft, 5 feet

Displacement, 142 tons

NAMED FOR COMMODORE JOHN RODGERS,
 U. S. NAVY

Launched November 10, 1896, at the Columbian Iron Works, Baltimore, Maryland.

Sponsor: MISS ELSIE CARROLL AGNUS, granddaughter of Charles Carroll Fulton, of Baltimore.

COMMODORE JOHN RODGERS, U. S. Navy, was born in 1771. Entered the Navy as Lieutenant in 1798. Was executive officer of the "Constellation"

when she captured the French frigate "L'Insurgente" in 1799, for which he and the other officers received a silver medal and thanks of Congress. In the War with Tripoli, distinguished himself in command of the "John Adams" and the "Congress." In 1805 became commander of the squadron against Tripoli. In War of 1812 performed conspicuous service in command of a squadron. In 1823 he served as Acting Secretary of the Navy.

Captain George W. Rodgers, U. S. Navy (brother of Commodore John). Midshipman in 1804. Was on board the "Wasp" when she captured the "Frolic," October 16, 1812. Received the thanks of Congress.

Rear-Admiral John Rodgers, U. S. Navy (son of Commodore John). Born in Maryland in 1812. Appointed Midshipman in 1828. In May, 1862, in the "Galena," was in command of the expedition of gunboats before Drury's Bluff, when two-thirds of the crew of the "Galena" were killed and wounded. In the "Weehawken," captured Confederate ironclad "Atlanta," June, 1863.

Rear-Admiral Christopher R. P. Rodgers, U. S. Navy (son of Captain George W.). Appointed Midshipman in 1833. Served in Mexican War. Distinguished as Fleet Captain under Admiral Dupont in the battle of Port Royal, 1861, and in capture of Fort Pulaski, 1862. Also as Fleet Captain at Charleston in the "New Ironsides," 1863. Admiral Dupont said: "No language could overstate his services to his country and to myself."

Commander George W. Rodgers, U. S. Navy (son of Captain George W.). Midshipman 1839. Was killed while in command of the "Catskill" at Fort Sumter, August 17, 1863.



Photo by Newport News Shipbuilding Co.

LAUNCH OF U.S. TORPEDO BOAT DESTROYER "ROE"

ROE

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR REAR-ADMIRAL FRANCIS A. ROE,
U. S. NAVY

Launched July 24, 1909, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MRS. REYNOLD THOMAS HALL (Anne Martin), wife of Captain Reynold T. Hall, U. S. Navy, Inspector of Machinery for the U. S. Navy at Newport News Shipbuilding Company at the time.

REAR-ADMIRAL FRANCIS A. ROE, U. S. Navy, was born in Elmira, New York, October 4, 1823. He graduated from the Naval Academy in 1848. In the "Porpoise," in 1854, engaged thirteen heavily armored Chinese junks, destroyed six and scattered the fleet. In the "Pensacola," 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the "Sassacus," May 5, 1864, in Albermarle Sound, engaged the Confederate ram "Albermarle" and gunboat "Bombshell."

He was commended by the Navy Department for gallant and meritorious conduct. He received thanks of the Cabinet for a special mission to Mexico in 1867. He took Santa Anna prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.

ROWAN

TORPEDO BOAT

*Length, 170 feet**Beam, 17 feet
Displacement, 210 tons**Draft, 5 feet, 11 inches*

NAMED FOR VICE-ADMIRAL STEPHEN C. ROWAN,
U. S. NAVY

Launched April 8, 1898, at the yard of Moran Brothers, Seattle, Washington.

Sponsor: MRS. EDWARD MOALE, JR. (Mrs. Russell C. Langdon), wife of Lieutenant Edward Moale, U. S. Navy, and daughter of Ex-Governor Semple of Washington.

VICE-ADMIRAL STEPHEN C. ROWAN, U. S. Navy, was born in Ireland in 1805. Was appointed Midshipman in the U. S. Navy in 1826. Took active part in the War with Mexico and in the acquisition of California. In 1861, in command of the "Pawnee," took part in the capture of forts at Hatteras Inlet. In 1862 performed conspicuous services in command of a flotilla in Sounds of North Carolina, and in the attack of Army and Navy on Roanoke Island.

For his brilliant achievements he was promoted to the rank of Commodore. Commanded Naval forces at the fall of Newbern and participated at Forts Wagner, Gregg and Moultrie. Commanded "New Ironsides" off Charleston. In 1870 was made Vice-Admiral of the Navy in recognition of distinguished service.

SACRAMENTO

S L O O P

Displacement, 1,367 tons

Guns, 9

NAMED FOR SACRAMENTO RIVER

Launched April 28, 1862, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MRS. TILTON, of Boston, christened the "Sacramento" "gallantly" by breaking a bottle on her bow. The company of ladies and gentlemen on board sang the "Star Spangled Banner" as she glided into the water.

U. S. S. "Sacramento" captured schooner "Wanderer" off Cape Fear River, 1863. Special service in search of privateers.

SAGINAW

S I D E W H E E L S T E A M E R

Four guns

Tonnage, 453

NAMED FOR SAGINAW RIVER

Launched March 3, 1859, at the Navy Yard, Mare Island, California.

Sponsor: Miss CUNNINGHAM, daughter of Captain Robert B. Cunningham, U. S. Navy.

"As the beautiful fabric kissed the waters, Miss Cunningham performed the ceremony of Naval Baptism by breaking a bottle of wine, the generous fluid being of California vintage." — *San Francisco Herald*.

First ship built at Mare Island.

SALEM

UNARMORED SCOUT CRUISER

*Length, 420 feet**Beam, 47 feet**Draft, 16 feet, 9 inches**Displacement, 3,750 tons*

NAMED FOR THE CITY OF SALEM, MASSACHUSETTS

Launched July 27, 1907, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS LORNA PINNOCK, daughter of Mayor Thomas G. Pinnock, of Salem, Massachusetts.

Among those present were Admiral Francis T. Bowles, Mayor Thomas G. Pinnock, Hon. Alden R. White, Congressman Joseph F. O'Connell, Congressman Charles Q. Tirrell, and City Marshal William E. Hill.

SAN FRANCISCO

UNARMORED PROTECTED CRUISER

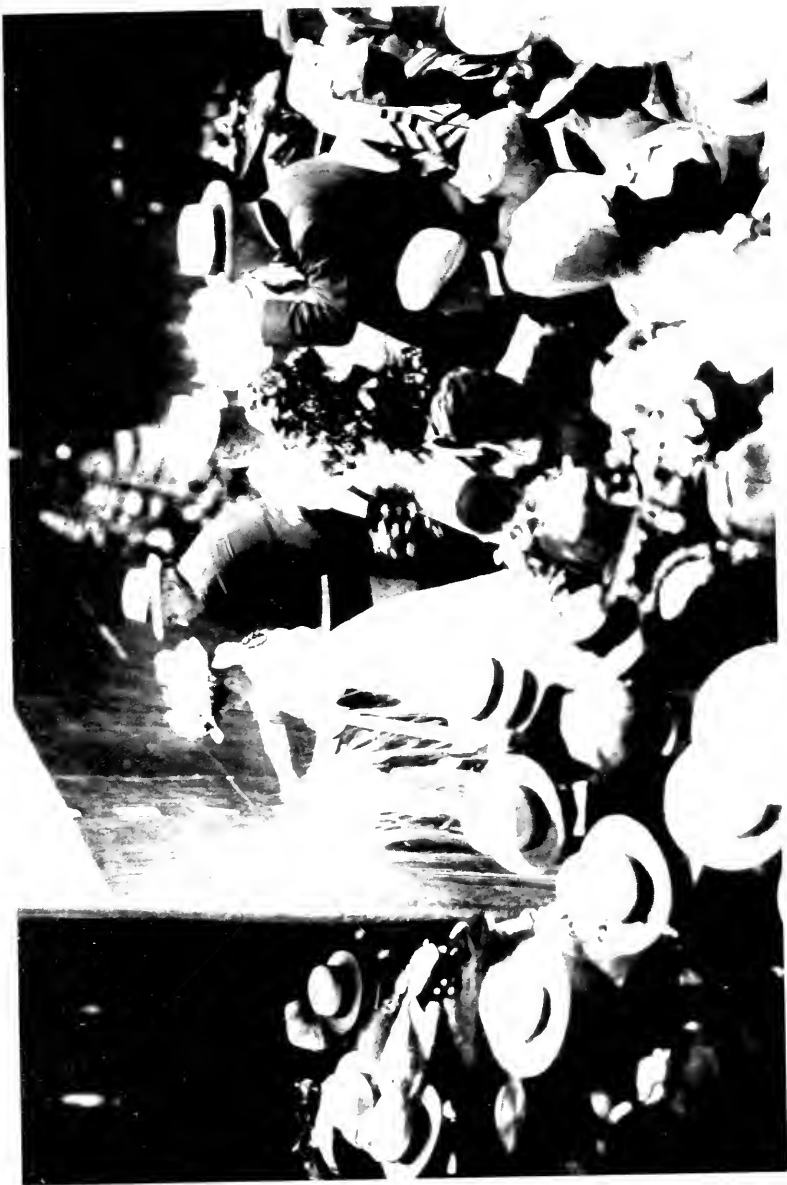
*Length, 310 feet**Beam, 49 feet**Draft, 18 feet**Displacement, 4,083 tons*

NAMED FOR CITY OF SAN FRANCISCO, CALIFORNIA

Launched October 26, 1889, at the Union Iron Works, San Francisco, California.

Sponsor: MISS EDITH WALLACE BENHAM, young daughter of Commodore A. E. K. Benham, U. S. Navy, commanding Mare Island Navy Yard. Assisted by Miss Mary Scott, daughter of Vice-President Irving Scott of the Union Iron Works.

U. S. S. "San Francisco" was under fire August 12, 1898, off Havana, Spanish-American War.



BREAKING THE BOTTLE UPON THE BOW OF THE
U.S. CRUISER "SALEM"

SANGAMON

SINGLE TURRET MONITOR

Guns, 4

Tonnage, 849

NAMED FOR INDIAN WORD "CHIEF"

Launched October 27, 1862, at the yard of Raney & Son, Chester, Pennsylvania.

Sponsor: Miss FANNIE THOMAS (Mrs. Frederick T. Bassett), daughter of Mr. William Knapp Thomas, who superintended the construction of the vessel for John Ericsson, the designer. Miss Thomas was invited by John Ericsson and Mr. Raney.

U. S. S. "Sangamon" took part in bombardment of Fort Sumter, 1864, and in the occupation of Charleston and Fort Sumter in 1865.

SAN JACINTO

STEAM SLOOP

Six guns

Tonnage, 1,446

NAMED FOR SAN JACINTO, TEXAS

(Because of the great victory of the Texans over Santa Anna, April, 1826)

Launched April 16, 1850, at the Navy Yard, Brooklyn, New York.

Sponsor: COMMANDER CHARLES H. BELL, U. S. Navy, second in command of the Navy Yard.

"An immense crowd gathered to see the spectacle. A large number, including many respectable ladies, were on board by invitation. The deck of the 'North Carolina,' ship-of-the-line, was filled with fashionable females. The signal being given and the bolt with-

drawn, Commander Bell broke a bottle of best brandy over her bowsprit, her colors flew up and she slid down the ways. The 'North Carolina' fired a salute of seventeen guns and the band played national airs that touched a chord of pulsation in every true American." — *New York Herald*.

U. S. S. "San Jacinto" in 1861 took Mason and Slidell from British steamer "Trent." Captured a number of vessels.

SAN MARCOS (Formerly TEXAS, 1st)

FIRST-CLASS BATTLESHIP

Length, 301 feet

Beam, 64 feet

Draft, 22 feet

Displacement, 6,315 tons

NAMED FOR THE STATE OF TEXAS

(Re-named for town of San Marcos, Texas)

Launched June 28, 1892, at the Navy Yard, Norfolk, Virginia.

Sponsor: MISS MADGE HOUSTON WILLIAMS (Mrs. Roy W. Hearne), daughter of Mr. W. H. Williams, and granddaughter of the famous Colonel Sam Houston, named the ship "Texas."

The launching took place during a heavy rainstorm, and fifteen thousand people stood deep in mud to witness the ceremony.

U. S. S. "Texas 1st" was in bombardments of Santiago June and July, 1898, Guantanamo June 12 and 15, 1898, Spanish-American War.

SARATOGA (4TH) (Formerly NEW YORK, 4TH)

ARMORED CRUISER

Length, 380 feet

Beam, 64 feet

Draft, 23 feet

Displacement, 8,150 tons

RE-NAMED FOR CITY OF SARATOGA, NEW YORK

(The scene of the Battle of Saratoga in 1777)

Launched December 2, 1891, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS HELEN PAGE (Mrs. Arthur Wheeler Francis), daughter of Mr. J. Seaver Page, Secretary of Union League Club, named the cruiser "New York" for the State of New York.

Mrs. Harrison, wife of the President of the United States; Secretary of Navy Tracy and Secretary of Agriculture Noble were present.

U. S. S. "New York" was Flagship of Admiral W. T. Sampson, Spanish-American War. Under fire off Matanzas, April 27, 1898; at San Juan, May 12, 1898; at Santiago, June 6 and 16 and July 2, 1898.

SASSACUS

SIDE WHEEL DOUBLE-ENDER

Eight guns

974 tons

NAMED FOR INDIAN WORD "TRIBE"

Launched December 23, 1862, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS WILHELMINA G. LAMBERT (Mrs. Clement D. Hebb), daughter of Mr. William Lambert.

Miss Lizzie Benham and her father, General Henry W. Benham, attended Miss Lambert at the launching. Naval Constructor Hanscom said he wanted the prettiest girl in New Hampshire to name the vessel, and Miss Lambert was selected.

U. S. S. "Sassacus" in 1863, in company with the "Mattabassett," captured the Confederate "Bombshell" and disabled the "Albermarle." Took part in attacks on Fort Fisher.

SEMINOLE

STEAM SLOOP

Tonnage, 801

NAMED FOR SEMINOLE RIVER

Launched June 25, 1859, at the Navy Yard, Pensacola, Florida.

Sponsor: MISS MARY WILLIS DALLAS (Mrs. William Chase Strong), daughter of Commodore Dallas.

UNITED STATES ship "Seminole," lashed to the "Lackawanna," stood in line of battle at the passage of Fort Morgan.

SEVERN (Formerly CHESAPEAKE 2D)

SHEATHED TRAINING SHIP

Length, 175 feet

Beam, 37 feet

Draft, 16 feet

Displacement, 1,175 tons

NAMED FOR THE FRIGATE "CHESAPEAKE" AND CHESAPEAKE BAY

(Re-named for the River Severn)

Launched June 20, 1899, at Bath Iron Works, Bath, Maine.

Sponsor: MISS ELISE BRADFORD (Mrs. Edward Darlington Johnson), daughter of Admiral R. B. Bradford, U. S. Navy, Chief of Bureau of Equipment at the time, named the ship "Chesapeake."

SHAMROCK

SIDE WHEEL DOUBLE-ENDER

Eight guns

Tonnage, 974

NAMED FOR THE SHAMROCK

(In acknowledgment of services rendered the Nation by Irish sailors and soldiers, and launched on their Patron Saint's day — St. Patrick's Day)

Launched March 17, 1863, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS SALLIE BRYANT, daughter of Mr. William Cullen Bryant, broke over the bows a bottle of pure Irish whiskey, bestowing upon the vessel the name "Shamrock." A beautiful shamrock wreath was presented to the Sponsor as a souvenir.

UNITED STATES ship "Shamrock" in 1864 took part in the capture of Plymouth, North Carolina. Raised the ram "Albemarle" sunk by Lieutenant Cushing in Roanoke River.

SHAWMUT

GUNBOAT

Eight guns

Tonnage, 974

NAMED FOR INDIAN VILLAGE OF SHAWMUT, MASSACHUSETTS

Launched June 15, 1863, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: Miss LUCY HALE (Mrs. William E. Chandler), of Dover, New Hampshire, assisted by Mrs. U. L. Hanscom.

“Among those from abroad were Senators Hale and Clark of New Hampshire, while Portsmouth contributed lavishly of its wealth of female beauty.”

UNITED STATES ship “Shawmut” took part in capture of Fort Anderson, February, 1865.

SHENANDOAH

SLOOP-OF-WAR

Eleven guns

Tonnage, 1,395

NAMED FOR SHENANDOAH RIVER

Launched December 8, 1862, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: Miss SELINA PASCOE.

UNITED STATES ship “Shenandoah” took part in attacks on Fort Fisher, December, 1864.

SHUBRICK

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 5 feet

Displacement, 200 tons

NAMED FOR REAR-ADMIRAL WILLIAM BRANFORD SHUBRICK, U. S. NAVY

Launched October 31, 1899, at the yard of William H. Trigg & Company, Richmond, Virginia.

Sponsor: Miss CAROLINE SHUBRICK, Mont Vale, North Carolina, daughter of Dr. John Shubrick, a descendant of Rear-Admiral Shubrick.

The President of the United States William McKinley, Secretary of the Navy Long, and Governor Tyler of Virginia were present.

REAR-ADMIRAL WILLIAM BRANFORD SHUBRICK, U. S. Navy, was born in 1790. Was appointed Midshipman in 1806. He was a Lieutenant on the "Constitution" when she captured the "Cyane" and "Levant" in 1815. Active in the War with Mexico and captured the town of Mazatlan and other Mexican ports. In 1859, by prompt and decisive measures, made Paraguay apologize for firing on the U. S. S. "Waterwitch," for which service he was commended by the President of the United States.

SMITH

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 700 tons

NAMED FOR LIEUTENANT JOSEPH BRYANT SMITH,
U. S. NAVY

Launched April 20, 1909, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. EDWARD BRIDGE RICHARDSON, daughter of Rear-Admiral John E. Pillsbury, a relative of Lieutenant Smith.

LIEUTENANT JOSEPH BRYANT SMITH was born in Maine in 1826. Entered the Navy in 1841. Commanded the "Congress" in the absence of the Captain when she was sunk by the Confederate ram "Merrimac" at Hampton Roads, March 8, 1862.

He was killed in the engagement. Lieutenant Smith's father was, at that time, Chief of Bureau of Yards and Docks at the Navy Department. While at church the morning after the battle, he was called out by the Secretary of the Navy, Gideon Welles, and told that the "Cumberland" had been sunk and that the "Congress" had surrendered to the enemy. The father's reply was "If that be so then Joe is dead — he would never have struck his flag."

SONOMA

PADDLE WHEEL STEAMER

Tonnage, 955

NAMED FOR SONOMA CREEK, CALIFORNIA

Launched April 15, 1862, at the Navy Yard, Portsmouth, New Hampshire.

Sponsor: MISS MARY N. BLEECKER, a relative of Paymaster Bleecker, U. S. Navy, was invited by Admiral Stringham to name the ship.

UNITED STATES ship "Sonoma" took part in the capture of the "Virginia" in 1863, and in attack on Forts Beaulieu and Roseden.

SOUTH CAROLINA (4TH)

FIRST-CLASS BATTLESHIP

Length, 450 feet

Beam, 80 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF SOUTH CAROLINA

(Which ratified the Constitution in 1788)

Launched July 11, 1908, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS FREDERICA ANSEL, daughter of the Hon. Martin F. Ansel, Governor of South Carolina.

SOUTH DAKOTA

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF SOUTH DAKOTA

(Which was admitted to the Union in 1889)

Launched July 21, 1904, at Union Iron Works, San Francisco, California.

Sponsor: MISS GRACE HERREID (Mrs. Dean Lightner), daughter of Governor Charles M. Herreid, of South Dakota.

STERETT

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 27 feet

Draft, 8 feet, 4 inches

Displacement, 742 tons

NAMED FOR LIEUTENANT ANDREW STERETT,
U. S. NAVY

Launched May 12, 1910, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS DOROTHY ROSALIE GITTINGS, of Baltimore, Maryland, the daughter of John Sterett Gittings, and great-great-niece of Lieutenant Andrew Sterett.

LIEUTENANT ANDREW STERETT, U. S. Navy, was appointed a Lieutenant in 1798. He commanded the "Enterprise" and captured a Tripolitan cruiser in 1801, after four hours' fight, for which he received the thanks of Congress.

STEWART

TORPEDO BOAT DESTROYER

*Length, 245 feet**Beam, 25 feet**Draft, 6 feet, 6 inches**Displacement, 420 tons*

NAMED FOR REAR-ADMIRAL CHARLES STEWART,
U. S. NAVY

Launched May 10, 1902, at Gas Engine and Power Company, Morris Heights, New York.

Sponsor: MRS. PAUL LEE COCKE (Frances Rodney Stewart, granddaughter of Rear-Admiral Charles Stewart).

REAR-ADMIRAL CHARLES STEWART, U. S. Navy, was born in Philadelphia in 1778. Appointed Lieutenant in the Navy, 1798. In 1800, in command of schooner "Experiment," captured French schooners "Deux Amis," the "Diane," and the privateer "Laura Bridger." In 1804 engaged in the attacks on Tripoli and in the destruction of the "Philadelphia." In 1812, in command of the "Constellation," assisted in the defense of Norfolk. In 1815, in the "Constitution," after a gallant fight made the double capture of the "Cyane" and "Levant." He received a gold medal and thanks of Congress.

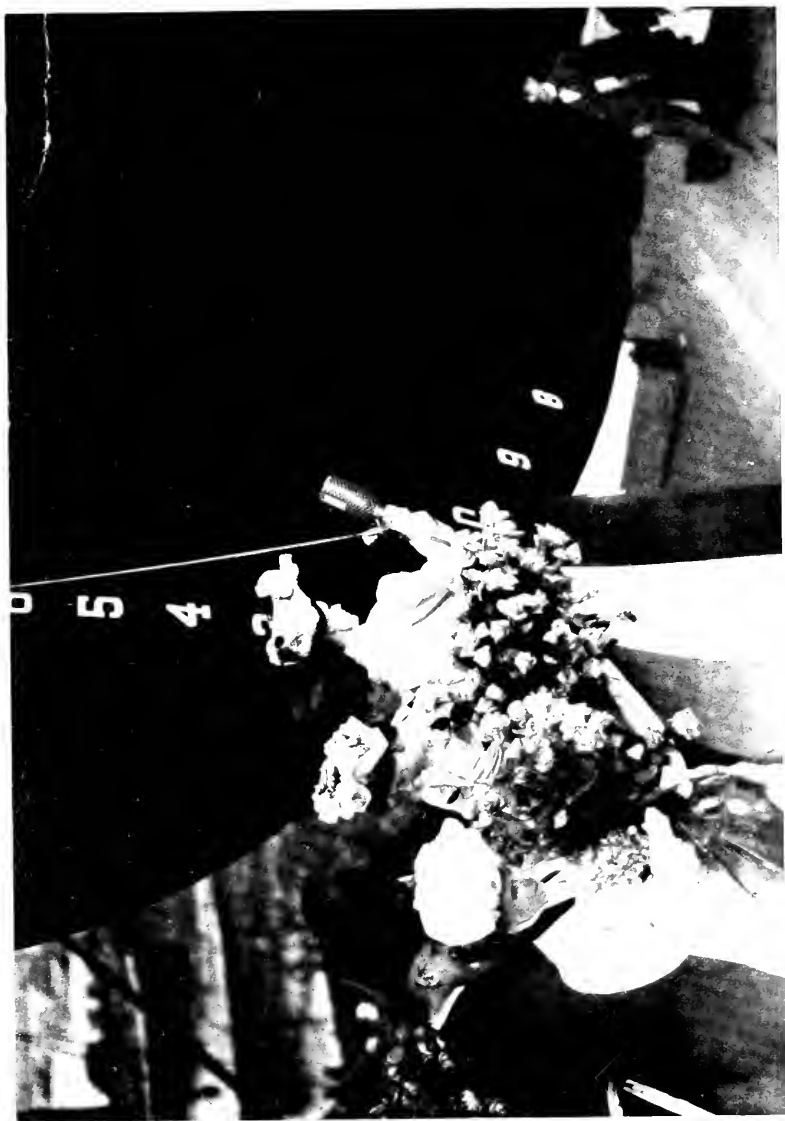
ST. LOUIS (2D)

UNARMORED PROTECTED CRUISER

*Length, 424 feet**Beam, 66 feet**Draft, 22 feet**Displacement, 9,700 tons*

NAMED FOR THE CITY OF ST. LOUIS, MISSOURI

Launched May 6, 1905, at Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania.



WAITING TO STRIKE. LAUNCH OF U.S.S. "ST. LOUIS"

Sponsor: MISS GLADYS BRYANT SMITH (Mrs. William C. Bitting, Jr.), daughter of Mr. James Elwood Smith, St. Louis, Missouri. Maids of Honor were Miss Rebecca Van Lennep and Miss Wright.

STOCKTON

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 5 feet

Displacement, 200 tons

NAMED FOR COMMODORE ROBERT F. STOCKTON,
U. S. NAVY

Launched December 27, 1899, at the William Trigg Company, Richmond, Virginia.

Sponsor: MISS KATHERINE STOCKTON, Princeton, New Jersey, daughter of Mr. Bayard Stockton and great-granddaughter of Commodore Robert F. Stockton.

COMMODORE ROBERT F. STOCKTON, U. S. Navy, was born in New Jersey in 1796. Was appointed Midshipman in 1811. Served with distinction in the War of 1812 and was commended for gallantry. In 1821 he secured the purchase of Liberia. Captured many slave ships and a Portuguese privateer. His exploit in following the African "King Peter" into the wilderness was daring enough to read like fiction. Commodore Stockton was one of the first to advocate a steam Navy, and the "Princeton," advocated by him, furnished the model of other screw vessels. In 1846 he took important part in the conquest of California and establishing the authority of the United States.

STRINGHAM

TORPEDO BOAT

*Length, 225 feet**Beam, 22 feet**Draft, 6 feet, 6 inches**Displacement, 340 tons*

NAMED FOR REAR-ADMIRAL SILAS HORTON
STRINGHAM, U. S. NAVY

Launched June 10, 1899, at the yard of Harlan & Hollingsworth, Wilmington, Delaware.

Sponsor: Miss EDWINA STRINGHAM CREIGHTON, daughter of Rear-Admiral J. Berkeley Creighton, and great-granddaughter of Rear-Admiral Silas Horton Stringham.

Major-General of the Army Nelson A. Miles and Assistant Secretary of the Navy Charles H. Allen were present.

REAR-ADMIRAL SILAS HORTON STRINGHAM, U. S. Navy, was born in Middletown, New York, in 1798. Was appointed Midshipman in 1810. In 1812 he was on the "President" in the fights with the "Belvedere" and the "Little Belt." In 1815 he took part in the capture of Algerine cruisers. In the Mexican War distinguished himself in command of the "Ohio." In 1861, in command of the North Atlantic Blockading Squadron, co-operated with General Butler in the successful attack on the forts at Hatteras Inlet.

SWATARA

SCREW SLOOP

Ten guns

Tonnage, 831

NAMED FOR SWATARA CREEK IN PENNSYLVANIA

Launched May 23, 1865, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: Miss ESTHER JOHNSON, of Baltimore, whose father was a Naval Officer.

TACOMA

UNARMORED PROTECTED CRUISER

Length, 292 feet

Beam, 44 feet

Draft, 15 feet

Displacement, 3,200 tons

NAMED FOR THE CITY OF TACOMA, WASHINGTON

Launched June 2, 1903, at Union Iron Works, San Francisco, California.

Sponsor: Miss JULIA M. HARRIS, of Tacoma, granddaughter of General Matthew Morton McCarver, who founded Tacoma, and daughter of a prominent lawyer of the city. Miss Louise Stone pressed the button that released the ship.

TACONY

SIDE WHEEL

Ten guns

Tonnage, 974

NAMED FOR TACONY CREEK, PENNSYLVANIA

Launched May 7, 1863, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: Miss ELLIE M. WELLS (Mrs. William H. Reeder), daughter of Lieutenant Commander Clark H. Wells, U. S. Navy, Captain of the Yard

Between seven and eight hundred people were on board. As the bow touched the water Miss Wells broke a bottle of water taken from Tacony Creek and named the ship.

TALLAHASSEE (Formerly FLORIDA, 3D)

SINGLE TURRET-MONITOR

Length, 252 feet

Beam, 50 feet

Draft, 12 feet

Displacement, 3,225 tons

RE-NAMED FOR CITY OF TALLAHASSEE

(Capital of Florida)

Launched November 30, 1901, at the yard of Lewis Nixon, Elizabeth, New Jersey.

Sponsor: MISS SALLY WOOD (Mrs. Lewis Nixon), daughter of General Wood, of Florida, a noted Indian fighter, named the ship "Florida."

TALLAPOOSA

DOUBLE-ENDER

Tonnage, 650

NAMED FOR TALLAPOOSA RIVER

Launched February 17, 1863, at the Navy Yard, Boston, Massachusetts.

Sponsor: MISS MARY MONTGOMERY, daughter of Commodore J. B. Montgomery, U. S. Navy, named the vessel, saying: "In the name of the Government of the United States, I name this vessel 'Tallapoosa.' May her career be triumphant."

TENNESSEE (3D)

ARMORED CRUISER

Length, 502 feet

Beam, 72 feet

Draft, 25 feet

Displacement, 14,500 tons

NAMED FOR THE STATE OF TENNESSEE

(Which was admitted to the Union in 1796)

Launched December 3, 1904, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss ANNIE KEITH FRAZIER (Mrs. Robert Nugent Somerville), daughter of Governor James B. Frazier, of Tennessee. Maids of Honor were Miss Mary Guy Trigg, Miss Elizabeth Thomas, Miss Estelle Shook, Miss Augusta McKeldin and Miss Estelle Bailey.

Governor and Mrs. Frazier and the Governor's entire military staff were present. The Governor's party alone comprised over fifty persons — many Army and Navy officers and prominent people.

To the tune of countless shrieking whistles, the plaudits of a distinguished company, to the cheering of the multitude, the waving of a sea of snow-white handkerchiefs, was the cruiser "Tennessee" launched. There was no sign of stage fright as Miss Frazier stood awaiting the signal. As the cruiser started down the ways the young Sponsor swung the bottle of champagne against the giant bow and in clear tones named her "Tennessee." Decked from stem to stern with a long line of flags of all nations flying from cords fastened to her fighting tops, the cruiser took the water without a hitch. A more inspiring scene could hardly be imagined, and in point of setting and brilliancy the launching was never surpassed.

TERROR

DOUBLE TURRET MONITOR

*Length, 258 feet**Beam, 55 feet**Draft, 14 feet**Displacement, 3,900 tons*

Launched March 24, 1883, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MARTHA HICHBORN (Mrs. Paul Pearsall), daughter of Chief Constructor Philip Hichborn, U. S. Navy.

U. S. S. "Terror" was engaged May 12, 1898, at San Juan, Porto Rico.

TERRY

TORPEDO BOAT DESTROYER

*Length, 289 feet**Beam, 26 feet**Draft, 8 feet**Displacement, 742 tons*

NAMED FOR COMMANDER EDWARD TERRY,
U. S. NAVY

Launched August 21, 1909, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MRS. GEORGE HENRY ROCK, wife of Naval Constructor G. H. Rock, U. S. Navy, on duty at Newport News at the time.

COMMANDER EDWARD TERRY, U. S. Navy, was born in Connecticut. Was appointed Acting Midshipman in 1853. Was attached to the "Richmond" in her engagement with the Confederate ram "Manassas" and steamers in the Mississippi River, and at



SPONSOR AND LAUNCHING PARTY OF THE
U.S.S. "TENNESSEE"

Fort McRea, 1861. At bombardments and passage of Forts Jackson and St. Philip in 1862, and at capture of New Orleans. Was in the engagements at Vicksburg, Port Hudson, 1863, and the battle of Mobile Bay, 1864.

TEXAS (2D)

FIRST-CLASS BATTLESHIP

Length, 565 feet

Beam, 95 feet

Draft, 28 feet

Displacement, 28,367 tons

NAMED FOR THE STATE OF TEXAS

(Which was admitted to the Union in 1845)

Launched May 18, 1912, at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Sponsor: MISS CLAUDIA LYON, the young daughter of Colonel Cecil Lyon, Republican National Committeeman from Texas. Miss Mary Colquitt, daughter of Governor O. B. Colquitt of Texas, Miss Mae Furey, Miss Ura Link and Miss Garland Bonner were Maids of Honor.

General Manager Homer G. Ferguson of the Shipbuilding Company initiated little Miss Lyon in the art of breaking the bottle.

Among those present were Miss Helen Taft, daughter of President Taft, Secretary of the Navy George von L. Meyer, Secretary of the Treasury Franklin MacVeagh, Colonel B. T. Bonner, representing Governor Colquitt. Richmond Pearson Hobson, Naval hero and Congressman, responded to one of the toasts.

Fifteen thousand people witnessed the launching. One of the interesting features of the launching was the taking of motion pictures of a launching for the first

time, and the releasing of the ship by two massive steel triggers instead of the sawing away of blocks.

THORNTON

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 5 feet

Displacement, 200 tons

NAMED FOR CAPTAIN JAMES S. THORNTON,
U. S. NAVY

Launched May 15 1900, at the William Trigg Company, Richmond, Virginia.

Sponsor: MISS MARY THORNTON DAVIS, daughter of Mr. Charles Thornton Davis, Readville, Massachusetts, and grandniece of Captain James S. Thornton.

CAPTAIN JAMES S. THORNTON, U. S. Navy, was born in New Hampshire in 1826. Was appointed Midshipman in 1841. He was executive officer of Farragut's flagship, the "Hartford," before New Orleans in 1862. Commanded "Winona" at Mobile Bay where she sounded the approaches under a galling fire. Executive officer of the "Kearsarge" in her memorable fight with the "Alabama." He was advanced several numbers for gallantry in battle.

TICONDEROGA

SLOOP-OF-WAR

Tonnage, 1,533

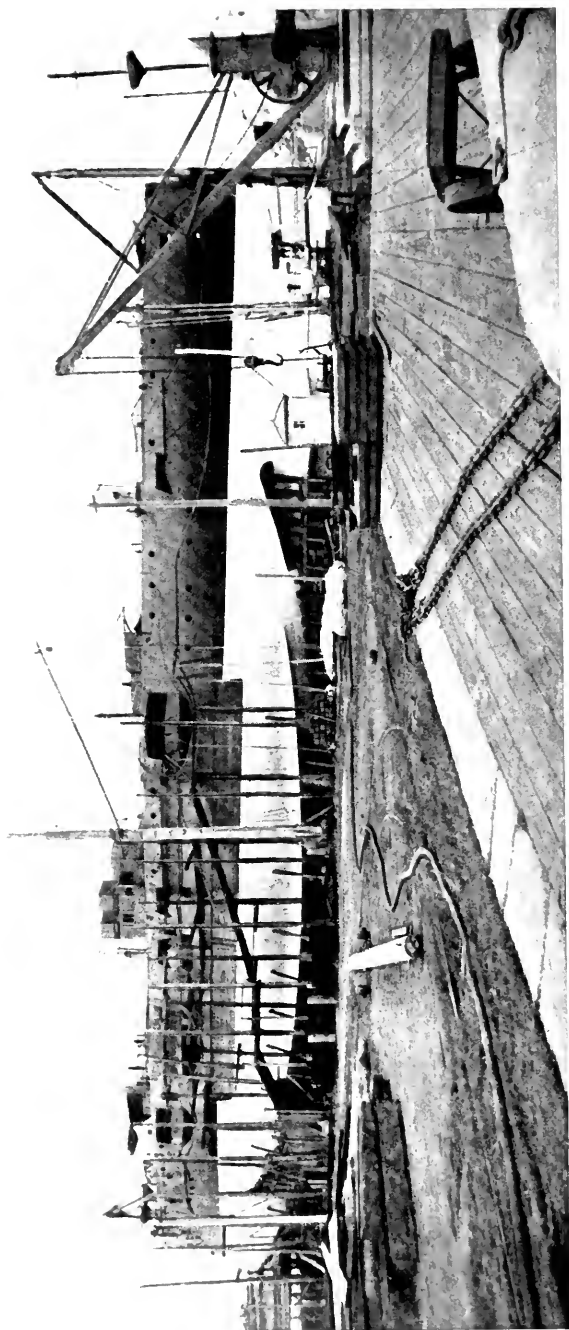
Guns, 11

NAMED FOR TICONDEROGA, NEW YORK

(The scene of the Battle of Ticonderoga in 1775)

Launched October 16, 1862, at the Navy Yard, Brooklyn, New York.

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LAUNCH OF BATTLESHIP "TEXAS," 1ST

Sponsor: MISS KATHERINE HEATON OFFLEY (Mrs. Joseph D. Wilson), of Georgetown. In the midst of a shower of rain the ship was launched from the ship-house. As she breasted the sea Miss Offley broke a bottle of water on her bows and announced her name.

UNITED STATES ship "Ticonderoga" took part in the first and second attacks on Fort Fisher, 1864-65.

"I will die at my post before a man shall be taken from the ship."
—TINGEY

TINGEY

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 4 feet, 8 inches

Displacement, 165 tons

NAMED FOR CAPTAIN THOMAS TINGEY, U. S. NAVY

Launched March 25, 1901, at the Columbian Iron Works, Baltimore, Maryland.

Sponsor: MISS ANNA T. CRAVEN (Mrs. Owen H. Oakley), daughter of Henry S. Craven and great-great-granddaughter of Commodore Thomas Tingey.

CAPTAIN THOMAS TINGEY, U. S. Navy, was born in England in 1750. After serving with distinction in the British Navy, he resigned and came to America. In the Revolutionary War served in the Continental Navy. In 1798, when the Navy was reorganized, he was appointed by the President a Captain in the Navy. In command of the "Ganges" and two other vessels, he captured sixteen French privateers in the West Indies. In 1799, when a British command of greater force tried to impress some of his men, Tingey said: "I will die at my post before a man shall be taken from my ship" and beat his crew to

quarters. The Britisher left. Peace declared, Captain Tingey, with other officers, received discharge. In 1799 when Congress authorized the building of six ships, one to be built at Washington, Captain Tingey was summoned to direct the laying out of a Navy Yard, and was made superintendent. In 1804 by Act of Congress he was re-appointed a Captain in the Navy and given command of the Washington Navy Yard, where, until his death in 1829, he devoted himself to Navy Yard development and Navy Yard organization.

TIOGA

PADDLE WHEEL DOUBLE-ENDER

Tonnage, 819

Eight guns

NAMED FOR TIOGA RIVER

Launched April 18, 1862, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: MRS. H. P. GRACE.

Governor Andrews and wife and other officials were launched on board.

U. S. S. "Tioga" in 1862 took part in operations of James River flotilla. In 1863 in coast blockade.

TONOPAH (Formerly NEVADA)

SINGLE TURRET MONITOR

Length, 252 feet

Beam, 50 feet

Draft, 12 feet

Displacement, 3,225 tons

NAMED FOR THE STATE OF NEVADA

(Which was admitted to the Union in 1864. Re-named for Tonopah, Nevada)

Launched November 24, 1900, at Bath Iron Works, Bath, Maine.

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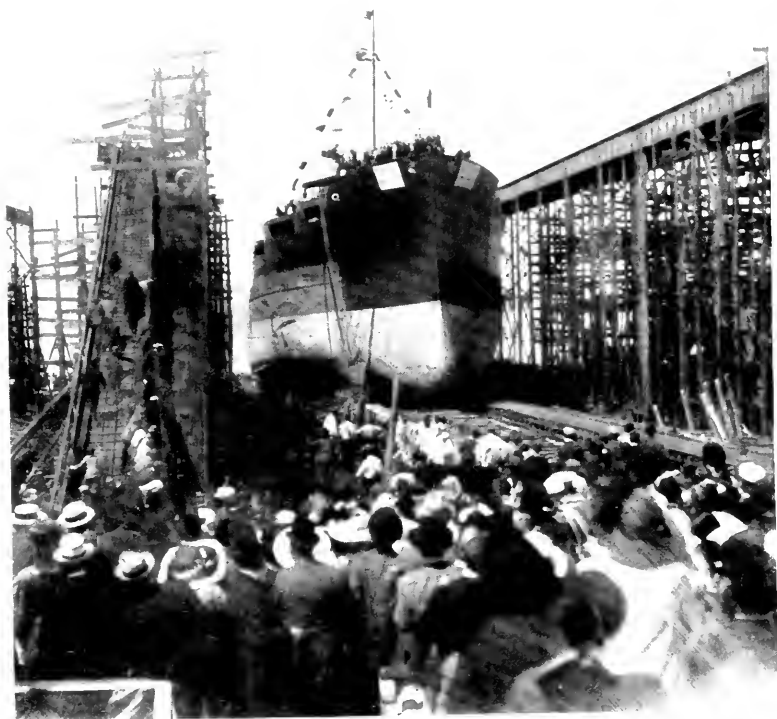


Photo by Newport News Shipbuilding Co.

LAUNCH OF BATTLESHIP "TEXAS" 2D

Sponsor: MISS GRACE BOUTELLE (Mrs. Eugene T. Savage), daughter of Representative Charles A. Boutelle, of Maine, named the ship "Nevada."

TRENTON

SLOOP-OF-WAR

Eleven guns

Tonnage 2,300

NAMED FOR THE CITY OF TRENTON

(Capital of New Jersey)

Launched January 1, 1876, at the Navy Yard, Brooklyn, New York.

Sponsor: MISS KATHERINE M. PARKER (Mrs. William Bedloe Beekman), daughter of Hon. Cortlandt Parker, a most distinguished lawyer of New Jersey. Miss Parker's grandfather was a member of Congress and a prominent citizen of New Jersey.

The "Trenton" was wrecked during a hurricane at Samoa in 1889.

TRIPPE (2D)

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR LIEUTENANT JOHN TRIPPE, U. S. NAVY

Launched December 20, 1910, at the Bath Iron Works, Bath, Maine.

Sponsor: MRS. JOHN S. HYDE, wife of the President of the Bath Iron Works.

LIEUTENANT JOHN TRIPPE, U. S. Navy, was appointed a Midshipman in 1798. He received thanks

of Congress and a sword for distinguished services performed with Preble's Squadron in engagements before Tripoli in 1804.

TRUXTUN (2D)

TORPEDO BOAT DESTROYER

Length, 248 feet

Beam, 22 feet

Draft, 6 feet, 6 inches

Displacement, 433 tons

NAMED FOR COMMODORE THOMAS TRUXTUN,
U. S. NAVY

Launched October 15, 1901, at the Maryland Steel Company, Sparrows Point, Maryland.

Sponsor: MISS ISABELLA TRUXTUN (Mrs. Frank H. Brumby), daughter of Commodore William Truxtun, U. S. Navy, and great-granddaughter of Commodore Thomas Truxtun. Mrs. H. B. Hare, of Philadelphia, pressed the button that released the ship.

COMMODORE THOMAS TRUXTUN, U. S. Navy, was born on Long Island, New York. He captured many valuable prizes during the Revolution. In command of the "Constellation," of thirty-six guns, captured the French frigate "L'Insurgente," of fifty guns, in 1799, and on February 2, 1800, fought to a surrender the frigate "La Vengeance," also of fifty guns, but "La Vengeance" got away in the dark during a heavy squall, the main mast of the "Constellation" having fallen overboard. For this action Congress awarded him a gold medal.

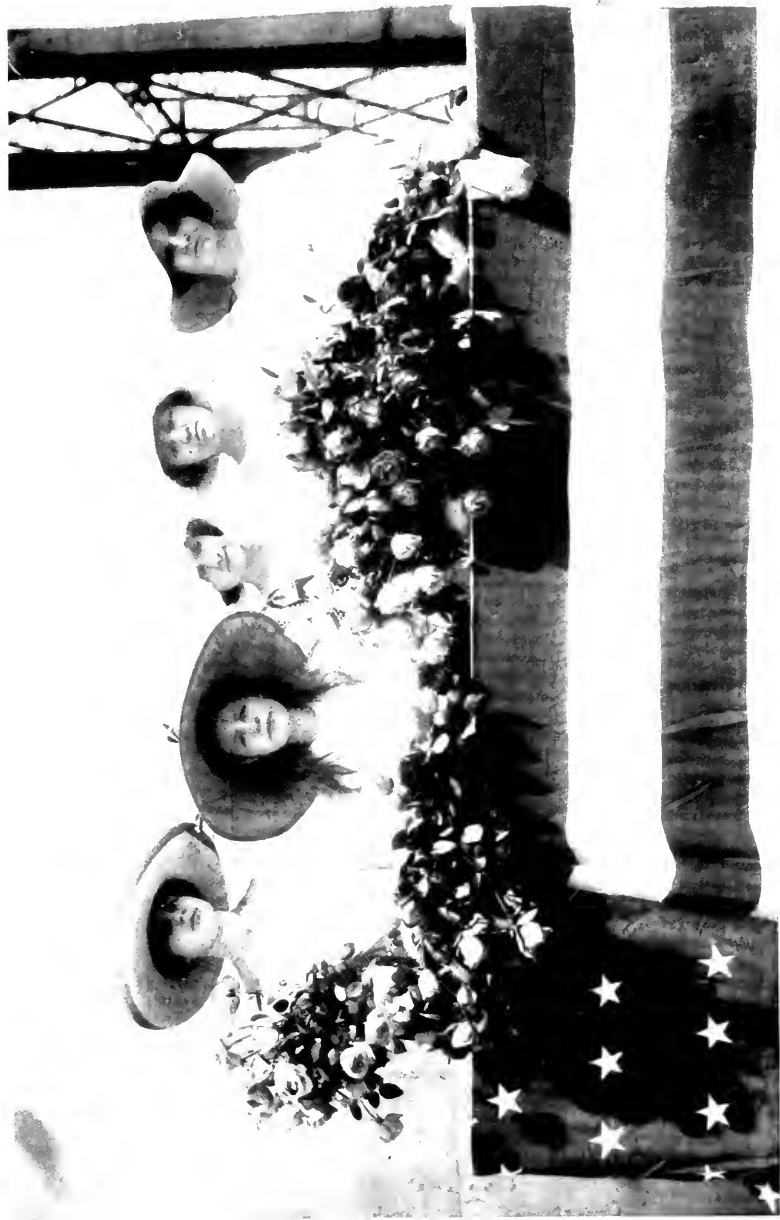


Photo by Newport News Shipbuilding Co.

A VERY YOUNG SPONSOR AND MAIDS OF HONOR OF THE
BATTLESHIP "TEXAS" 2D

TUSCARORA

SCREW SLOOP

Tonnage, 997

Guns, 10

NAMED FOR THE TUSCARORA RIVER

(Indian tribe name)

Launched August 24, 1861, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS MARGARET LARDNER (Mrs. Edwin R. Reakirt), daughter of Captain James L. Lardner, U. S. Navy, Captain of the Navy Yard at the time.

There were at least five hundred people on the decks of the "Tuscarora," among whom was Miss Lardner, upon whom had been conferred the honor of naming the vessel.

U. S. S. "Tuscarora" took part in the attack on Fort Fisher, December, 1864. Took part in the capture of Fort Fisher, January, 1865.

UTAH

FIRST-CLASS BATTLESHIP

Length, 510 feet

Beam, 88 feet

Draft, 28 feet

Displacement, 21,825 tons

NAMED FOR THE STATE OF UTAH

(Which was admitted to the Union in 1896)

Launched December 23, 1909, at New York Ship-building Company, Camden, New Jersey.

Sponsor: MISS MARY ALICE SPRY, daughter of Governor William Spry, of Utah. Maids of Honor were Miss Chloe Smoot and Miss Barbara Howell.

AMONG those on the stand were Governor and Mrs. Spry, James Spry, Senator Reed Smoot and daughter

ters, Miss Dell Fay Norris, Judge and Mrs. Samuel Stewart, Mr. and Mrs. John C. Sharp, Senator and Mrs. Henry Gardner, Senator George Sutherland.

VERMONT (1ST)

SHIP-OF-THE-LINE

2633 tons

Sixteen guns

NAMED FOR THE STATE OF VERMONT

(Which was admitted to the Union in 1791)

Launched September 14, 1848, at the Navy Yard, Charlestown, Massachusetts.

“AT 11.30 A. M., Commodore Parker gave the order to Mr. Pook, the Naval Constructor, to let her go, and at the word the last connecting link was cut. Without waiting to have the foremost chucks displaced she crushed them like sand and glided majestically along the ways into her destined element, saluted by the roar of artillery, the martial music of the band of the ‘Franklin’ and the cheers of the mighty multitude. A beautiful young lady performed the usual ceremony of naming her. There were about six hundred persons on board including several ladies.”—*Boston Post*.

VERMONT (2D)

FIRST-CLASS BATTLESHIP

Length, 450 feet

Beam, 76 feet

Draft, 24 feet

Displacement, 16,000 tons

NAMED FOR THE STATE OF VERMONT

(Which was admitted to the Union in 1791)

Launched August 31, 1905, at Fore River Shipbuilding Company, Quincy, Massachusetts.

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Sponsor: Miss JENNIE BELL, daughter of Governor Charles J. Bell, of Vermont. Maids of Honor were Miss Mary E. Morse and Miss Virginia Perry.

VESUVIUS (3D)

DYNAMITE CRUISER

Length, 252 feet

Beam, 26 feet

Draft, 10 feet

Displacement, 930 tons

NAMED FOR MOUNT VESUVIUS

Launched April 28, 1888, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: Miss ELEANOR BRECKINBRIDGE (Mrs. Lyman Chalkley), daughter of Congressman Breckinbridge, of Kentucky.

UNITED STATES ship "Vesuvius" was engaged off Santiago, May 13 to June 26, 1898, Spanish-American War.

VICKSBURG (2D)

COMPOSITE GUNBOAT

Length, 168 feet

Beam, 36 feet

Draft, 12 feet

Displacement, 1,010 tons

NAMED FOR THE CITY OF VICKSBURG, MISSISSIPPI, AND U. S. S. "VICKSBURG"

Launched December 5, 1896, at the Bath Iron Works, Bath, Maine.

Sponsor: Miss TROWBRIDGE, daughter of the Mayor of Vicksburg.

U. S. S. "Vicksburg" was under fire May 7, 1898, at Havana, Cuba, Spanish-American War.

VIRGINIA (4TH)

FIRST-CLASS BATTLESHIP

*Length, 435 feet**Beam, 76 feet
Displacement, 14,948 tons**Draft, 23 feet, 9 inches*

NAMED FOR THE STATE OF VIRGINIA

(Called the Mother State. Ratified the Constitution in 1788)

Launched April 5, 1904, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: MISS MATHILDE GAY MONTAGUE, young daughter of Governor Andrew Jackson Montague, of Virginia.

THE greatest crowd that ever gathered at Newport News thronged the shipyard and covered every roof and corner to witness the launching of the battleship "Virginia." Excursion steamers and boats of every description crowded the river. It was a holiday for all tidewater Virginians. April skies were blue, April breezes soft and balmy. Hundreds of flags fluttered in the brilliant Southern sunlight.

About the "Virginia's" bow were gathered men prominent in the affairs of the Nation, Army and Navy officers, Government officials, and lovely daughters of the Old Dominion. Companies of troops from Fort Monroe and a regiment of Virginia State Troops escorted Governor Montague.

The party on the stand were embowered in Virginia roses. Miss Mathilde Gay Montague, young daughter of Governor Montague, was the most self-possessed person present. While the crowd cheered and bands played "Dixie" and "Star Spangled Banner,"

she broke a bottle of Virginia champagne on the bow of the ship as she started down the ways. "I name thee 'Virginia,'" she said, and on all sides went up the shout "Virginia, Virginia, Virginia" as the great ship named for the Mother State glided into the waters not far distant from the course up which had sailed the first ship bringing colonists to Virginia's hospitable shores.

WABASH

STEAM FRIGATE

Length, 262 feet

Beam, 51 feet

Draft, 23 feet

Displacement, 4,650 tons

NAMED FOR THE WABASH RIVER

Launched October 24, 1855, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS PENNSYLVANIA GRICE, daughter of Mr. Francis Grice, the Naval Constructor, "with nerve and grace that showed her fitness for the task," broke a bottle of water from the Wabash River upon the scroll work ornamenting the bow.

UNITED STATES "Wabash" took part in the capture of Forts at Hatteras Inlet. Led the fleet in Battle of Port Royal, 1861. Took part in first and second attacks on Fort Fisher. Flagship of Admiral Dupont.

WACHUSETT

SLOOP-OF-WAR

Nine guns

1,032 tons

NAMED FOR WACHUSETT RIVER

Launched October 10, 1861, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: MISS MARY C. FROTHINGHAM (Mrs. Charles O. Neil), daughter of Hon. Richard Frothingham, assisted by Miss Letitia McKean Buchanan (Mrs. George Fife), daughter of Purser Buchanan, U. S. Navy.

The honor of officiating in the rite was coveted by a large coterie, and the contestants having drawn lots, it fell to Miss Frothingham. The party occupied the forecastle and as the vessel went down the ways the sponsor broke a bottle of water over her bow, naming her "Wachusett."

UNITED STATES ship "Wachusett" in the Civil War took part in operations in York and James Rivers. In 1864 captured Confederate steamer "Virginia" and steamer "Florida."

WALKE

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR REAR-ADMIRAL HENRY WALKE, U. S. NAVY

Launched November 3, 1910, at Fore River Shipbuilding Company, Quincy, Massachusetts.

Sponsor: MISS MILDRED WALKE WALTER, granddaughter of Rear-Admiral Henry Walke.

The launching was a private one. Miss Walter was accompanied by her parents and a number of friends.

REAR-ADMIRAL HENRY WALKE, U. S. Navy, was born in Virginia in 1808. Appointed Midshipman in 1827. In the Civil War, in command of the "Carondelet," took part in battles of Belmont, Fort
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Henry, Fort Donelson, Island No. 10, Fort Pillow, Memphis, and the engagement with the Confederate ram "Arkansas." For his distinguished services he received thanks of Congress, thanks of the Secretary of the Navy, and commendation of Admiral Foote.

WAMPANOAG

FRIGATE

Tonnage, 3,281

Guns, 15

NAMED FOR WAMPANOAG RIVER

Launched December 15, 1864, at the Novelty Iron Works, New York, N. Y.

Sponsor: MISS CASE, daughter of Commander Augustus Ludlow Case, U. S. Navy, second in command of the Navy Yard.

Admiral Farragut, Admiral Paulding, and Admiral Gregory were present.

WARRINGTON

TORPEDO BOAT DESTROYER

Length, 289 feet

Beam, 26 feet

Draft, 8 feet

Displacement, 742 tons

NAMED FOR COMMODORE LEWIS WARRINGTON, U. S. NAVY

Launched June 18, 1910, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MRS. RICHARD HATTON (Elizabeth Stuart Cottman), great-granddaughter of Commodore Lewis Warrington on the maternal side.

COMMODORE LEWIS WARRINGTON, U. S. Navy, was born in Williamsburg, Virginia, November 3, 1782, died October 12, 1851. Served in War with Tripoli as junior officer. Commanded the U. S. corvette "Peacock" in the fight with H. M. S. "Epervier," Commodore Wales, on April 29, 1814; the "Epervier" was captured in an action lasting forty-two minutes. For this brilliant achievement Congress passed a vote of thanks to Captain Warrington, his officers and men, and presented him a gold medal, and his native state, Virginia, presented him a gold-hilted sword.

The Secretary of the Navy in announcing his death in general orders, said: "Commodore Warrington stood conspicuous among the distinguished men who have done honor to our country; his devoted patriotism, his great skill and indomitable courage, have won for him its lasting gratitude."

WASHINGTON (5TH)

ARMORED CRUISER

Length, 500 feet

Beam, 72 feet

Draft, 25 feet

Displacement, 14,500 tons

NAMED FOR THE STATE OF WASHINGTON

(Which was admitted to the Union in 1889)

Launched March 18, 1905, at New York Ship-building Company, Camden, New Jersey.

Sponsor: Miss HELEN STEWART WILSON (Mrs. Green Clay Goodloe), daughter of United States Senator John L. Wilson, of the State of Washington. Miss Wilson was appointed Sponsor of the "Washington" by Governor Albert E. Meade.

Maids of Honor were Miss Grace Denny, Seattle,

Miss Harriet Allen, Seattle, and Miss Maude Wadsworth, Spokane.

Among those present were Mr. De Courcy May, Hon. John L. Wilson, former Governor John H. McGraw, who represented Governor Albert E. Meade, who was unavoidably absent.

WEEHAWKEN

IRONCLAD MONITOR

Tonnage, 840

Guns, 3

NAMED FOR INDIAN-NAMED VILLAGE OF WEEHAWKEN,
NEW JERSEY

Launched November 5, 1862, at the yard of Joseph Colwell, Jersey City, New Jersey.

Sponsor: MISS NELLIE COMSTOCK (Mrs. Josephus Miller), daughter of Captain Joseph Comstock, U. S. Navy, bestowed the name upon the ship.

UNITED STATES ship "Weehawken" in 1863 captured the Confederate ironclad "Atlanta." Engaged batteries at Morris Island and Fort Wagner. Was under fire at Fort Moultrie. Sunk off Morris Island.

WEST VIRGINIA

ARMORED CRUISER

Length, 502 feet

Beam, 69 feet

Draft, 24 feet

Displacement, 13,680 tons

NAMED FOR THE STATE OF WEST VIRGINIA

(Which became a separate State in 1863)

Launched April 18, 1903, at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: Miss KATHARINE V. WHITE (Mrs. W. H. Wolfe), daughter of Governor Albert White, of West Virginia, unanimously chosen by the Legislature to name the "West Virginia."

Maids of Honor were Miss Grace Ralston White, Miss Ethel Sabin White, twin daughters of Governor White, and Miss Ashton Wilson, daughter of Ex-Governor E. W. Wilson of West Virginia.

Accompanying the party were Governor and Mrs. White.

THE small elevated, flag-draped platform had the appearance of a flower bed when filled with the lovely young women carrying enormous bunches of American Beauty roses. The huge red-painted ship towered high above their heads, gaily decorated with brightly fluttering flags. Uniforms of Army and Navy officers, of Governors' staffs, and Militia officers shone in the brilliant sunlight. Bands played patriotic airs. Four companies of soldiers from Fort Monroe and a regiment of Virginia Militia acted as escort to Governor Montague, of Virginia.

The last block that held the ship was sawed away. Slowly the ponderous hull began to move. "I name thee 'West Virginia,'" and a bottle of champagne crashed against the moving side. Faster, faster, till the ways sent up smoke, plunged the vessel down into the water. A deafening shout went up, whistles blew, bands played. Pandemonium of joy reigned. Virginia and West Virginia were again united.

Interesting historic significance was lent to the occasion by the presence of the Governor of West Virginia and the Governor of Virginia. It was the first time a Governor of West Virginia had ever offi-

cially visited the Mother State since the separation forty-two years before. It was a love feast. It was also a German-American love feast, for by a happy coincidence the German cruiser "Gazelle" and the U. S. battleship "Missouri" were lying peacefully in the same dry dock, not far from the "West Virginia," and the German officers and sailors attended the launching and gave three lusty cheers for the U. S. Navy.

Following the launching a banquet was given to six hundred guests by the Shipbuilding Company.

WHEELING

UNARMORED COMPOSITE GUNBOAT

Length, 174 feet

Beam, 34 feet

Draft, 12 feet

Displacement, 990 tons

NAMED FOR CITY OF WHEELING, WEST VIRGINIA

Launched March 18, 1897, at Union Iron Works, San Francisco, California.

Sponsor: MISS LUCIE S. BROWN (Mrs. Walter T. Gaither), Wheeling, West Virginia, daughter of Mr. Curtis Park Brown.

WHIPPLE

TORPEDO BOAT DESTROYER

Length, 248 feet

Beam, 22 feet

Draft, 6 feet

Displacement, 433 tons

NAMED FOR CAPTAIN ABRAHAM WHIPPLE, U. S. NAVY

Launched August 15, 1900, at Maryland Steel Company, Sparrows Point, Maryland.

Sponsor: MISS ELSIE POPE (Mrs. George Culaer Rugg), of St. Paul, Minnesota, great-great-grand-

daughter of Captain Whipple. She was accompanied by her mother, Mrs. Sibley Pope.

Mrs. F. W. Wood, wife of the President of the Maryland Steel Company, started the ship by pressing the electric button.

CAPTAIN ABRAHAM WHIPPLE, U. S. Navy, was born in Providence, Rhode Island, in 1733. During the old French War, 1759-1760, he commanded the privateer "Gamecock," and in a single cruise captured no less than twenty-three vessels. In June, 1772, he commanded the volunteers that took and burned the British revenue schooner "Gaspé." In the "Providence" and the "Columbus" he did gallant work against the foe.

WILKES

TORPEDO BOAT

Length, 175 feet

Beam, 17 feet

Draft, 4 feet, 8 inches

Displacement, 165 tons

NAMED FOR REAR-ADMIRAL CHARLES WILKES, U. S.
NAVY

Launched September 28, 1901, at Gas Engine & Power Company, Morris Heights, New Jersey.

Sponsor: Miss HARRIET E. RANKIN (Mrs. Charles Vaughan Ferguson), daughter of Mr. A. E. Rankin, Hartford, Connecticut, and eldest great-granddaughter of Rear-Admiral Charles Wilkes.

REAR-ADMIRAL CHARLES WILKES, U. S. Navy, was born in New York in 1801. Appointed Midshipman in 1818. In 1838-42 commanded the wonderfully successful exploring expedition that went

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around the world. Author of *Meteorology, Western America* and *Theory of the Winds*. In 1861, in command of the "San Jacinto," took from the English passenger steamer "Trent" the Confederate commissioners to England, Mason and Slidell. Was complimented by the Secretary of the Navy, although the prisoners had to be given up. In 1862, commanded the James River Flotilla. In 1863 commanded Special Blockade Squadron in the West Indies.

WILMINGTON

LIGHT DRAFT GUNBOAT

Length, 250 feet

Beam, 39 feet

Draft, 9 feet

Displacement, 1,392 tons

NAMED FOR CITY OF WILMINGTON, DELAWARE

Launched October 19, 1895, at the Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia.

Sponsor: Miss ANNE B. GRAY, of Wilmington, Delaware, daughter of United States Senator George Gray, of Delaware.

UNITED STATES ship "Wilmington" was engaged at Cardenas, May 11, 1898; Manzanilla, July 18, 1898, Spanish-American War.

WINOOSKI

PADDLE WHEEL STEAMER (DOUBLE-ENDER)

Tonnage, 974

Ten guns

NAMED FOR WINOOSKI RIVER

Launched July 30, 1863, at the Navy Yard, Charlestown, Massachusetts.

Sponsor: Miss MARY RINDGE SLEEPER (Mrs. Gustavus B. Maynadier), daughter of Honorable John S. Sleeper, of Roxbury, Massachusetts.

WINSLOW

TORPEDO BOAT

NAMED FOR REAR-ADMIRAL JOHN A. WINSLOW, U. S. NAVY

Launched January 6, 1897, at Columbian Iron Works, Baltimore, Maryland.

Sponsor: Miss E. H. HAZEL, daughter of Ex-State Senator Hazel of Pennsylvania.

REAR-ADMIRAL JOHN A. WINSLOW, U. S. Navy, was born in North Carolina in 1811. Appointed Midshipman in 1827. Served gallantly in Mexican War. For gallantry at Tobasco was commended by Commodore Perry. In the Civil War was in command of the Mississippi Flotilla, 1861-62. Commanded the "Kearsarge" when she sank the "Alabama," June 19, 1864, in the famous fight off Cherbourg. For this, action Captain Winslow was promoted to the rank of Commodore.

U. S. S. "Winslow" was under fire May 11, 1898, at Cienfuegos, Spanish-American War.

WISCONSIN

FIRST-CLASS BATTLESHIP

Length, 368 feet

Beam, 72 feet

Draft, 23 feet

Displacement, 11,552 tons

NAMED FOR THE STATE OF WISCONSIN

(Which was admitted to the Union in 1848)

Launched November 26, 1895, at Union Iron Works, San Francisco, California.

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Sponsor: MISS ELIZABETH STEPHENSON (Mrs. John Earl Morgan), daughter of Senator Isaac Stephenson, of Marinette, Wisconsin.

Little Miss Gage, daughter of Governor-elect Henry T. Gage, of California, pressed the button that started the ship.

WORDEN

TORPEDO BOAT DESTROYER

Length, 248 feet

Beam, 22 feet

Draft, 6 feet

Displacement, 433 tons

NAMED FOR REAR-ADMIRAL JOHN LORIMER WORDEN,
U. S. NAVY

Launched August 15, 1901, at Maryland Steel Company, Sparrows Point, Maryland.

Sponsor: MRS. DANIEL F. WORDEN, daughter-in-law of Rear-Admiral Worden, who was accompanied by her husband, Mr. Daniel F. Worden, of New York.

Mrs. A. G. Wilson, wife of the Superintendent of the Marine Department of the Maryland Steel Company, pressed the electric button that released the ship.

REAR-ADMIRAL JOHN LORIMER WORDEN, U. S. Navy, was born in New York, in 1818. Appointed Midshipman in 1834. He was famous as first Commander of the "Monitor" and nearly lost his eyesight by an exploding shell striking upon the eyehole of the pilot house during the action between the "Monitor" and "Merrimac," March 9, 1862. In 1863, in command of the "Montauk," destroyed the "Nashville" under the guns of Fort McAllister. Took part in attack on Charleston by Dupont's ironclad fleet.

Captain Worden was promoted and received the

thanks of Congress for his distinguished gallantry in the engagement with the "Merrimac" and in other battles.

WYOMING (1ST)

SCREW SLOOP

*Six guns**Tonnage, 726*

NAMED FOR WYOMING VALLEY, PENNSYLVANIA

Launched January 19, 1859, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS MARY FLORIDA GRICE, daughter of Chief Constructor Francis Grice, baptized the ship with water.

U. S. S. "Wyoming," at Manila, on July 16, 1863, engaged the Forts and Japanese vessels in redress for an attack made by the Prince of Nagata upon the American steamer "Pembroke." The "Wyoming" was shelled eleven times and had four killed and eleven wounded. The Japanese vessels were disabled and sunk.

WYOMING (2D)

FIRST-CLASS BATTLESHIP

*Length, 562 feet**Beam, 93 feet**Draft, 28 feet**Displacement, 26,000 tons*

NAMED FOR THE STATE OF WYOMING

(Which was admitted to the Union in 1890)

Launched May 25, 1911, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS DOROTHY EUNICE KNIGHT, daughter of former Chief Justice Jesse Knight, of Wyoming, and

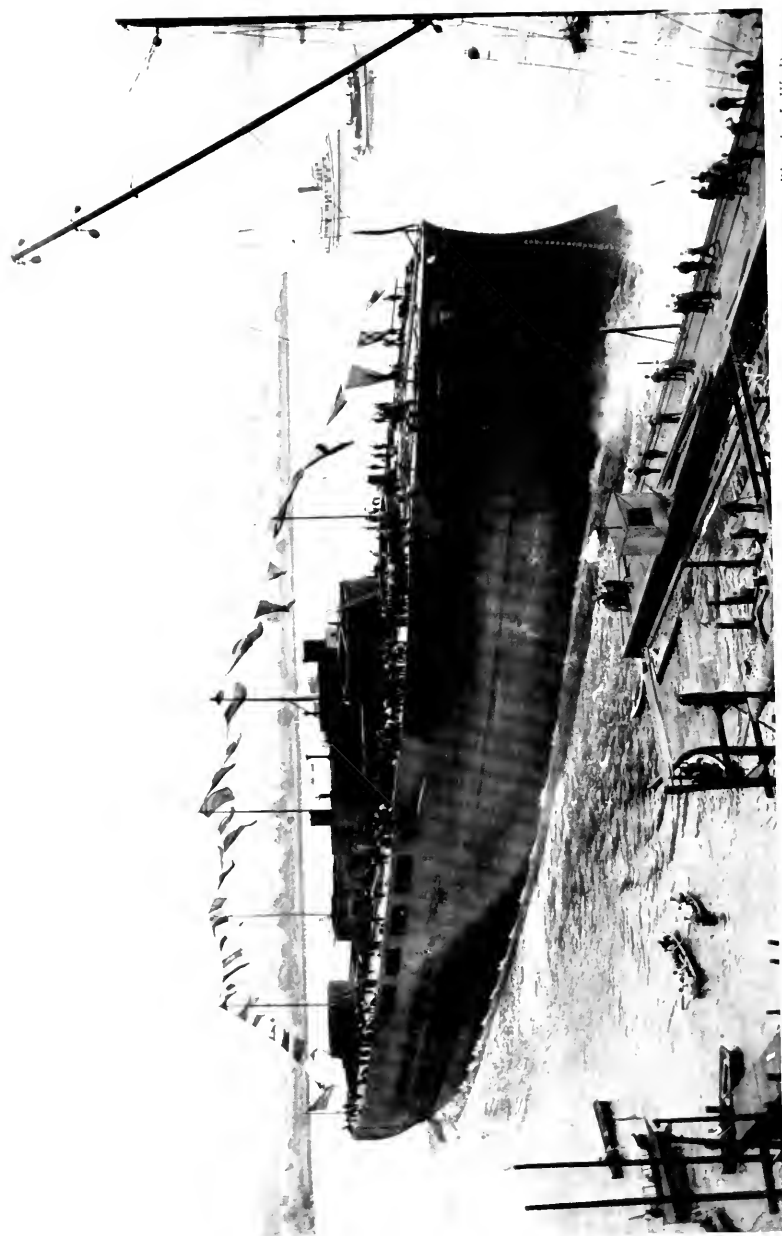


Photo by J. W. Dawson

LAUNCH OF U.S. BATTLESHIP "WYOMING"

god-daughter of Governor J. M. Carey, who appointed her to name the battleship.

Among those present were Secretary of Navy G. v. L. Meyer, Governor Joseph Carey of Wyoming and Mrs. Carey, Senator and Mrs. C. D. Clark of Wyoming, Mr. and Mrs. Robert Hourer of Wyoming, Senator and Mrs. Geo. T. Oliver.

YANTIC

WOODEN STEAM BARK

Seven guns

Tonnage, 593

NAMED FOR YANTIC RIVER

Launched March 19, 1864, at the Navy Yard, Philadelphia, Pennsylvania.

Sponsor: MISS MARY E. KNOWLES, daughter of the master of the gun carriage shop.

U. S. S. "Yantic" took part in the Civil War, in first and second attacks on Fort Fisher in 1864-65; and in capture of Fort Anderson in 1865.

YORKTOWN (2D)

GUNBOAT

Length, 230 feet

Beam, 36 feet

Draft, 14 feet

Displacement, 1,740 tons

NAMED FOR TOWN OF YORKTOWN, VIRGINIA

(The scene of the Battle of Yorktown in 1781 and the surrender of Cornwallis)

Launched April 28, 1888, at William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pennsylvania.

Sponsor: MISS MARY CAMERON, daughter of United States Senator Don Cameron, of Pennsylvania.

NOMENCLATURE OF VESSELS OF THE U. S.
NAVY

THE Continental Navy was a heterogeneous collection of vessels, partly vessels commissioned by the Continental Congress, partly vessels fitted out and commissioned by the Colonies, and many privateers.

The first government vessels were purchased by a Marine Committee appointed by Congress, and were re-named by that Committee. Among the first names were: "Columbus," for Christopher Columbus; "Alfred," for Alfred the Great; "Cabot," for the early explorer of America; "Andrea Doria," for the famous Genoese sailor; "Lexington," for the Battle of Lexington, the first Revolutionary conflict.

The thirteen ships authorized to be built December 13, 1775, were by resolution of Congress to be named: "Congress," "Randolph," "Hancock," "Washington," "Trumbull," "Raleigh," "Effingham," "Montgomery," "Warren," "Boston," "Providence," "Virginia" and "Delaware." Among the next names authorized were: "Ranger," "Alliance," "Hornet," "America" and "Deane."

In 1794 Congress authorized six frigates to be built, to be named: "United States," "Constitution," "Constellation," "President," "Chesapeake," "Congress."

In 1798 the Navy Department was established, and Benjamin Stoddert was appointed the first Secretary of the Navy.

March 3, 1819, Congress passed the first statute law governing the naming of vessels of the Navy.



Photo by J. W. Dawson

WAITING FOR THE SIGNAL. U.S.S. "WYOMING"

“Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That all the ships of the Navy of the United States, now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule: to wit: Those of the first class shall be called after the states of this Union, those of the second class after the rivers; and those of the third class after the principal cities and towns, taking care that no two vessels in the Navy shall bear the same name.”

June 12, 1858, the following Act was approved:

“And be it further enacted, That all the steamships of the Navy of the United States now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule, namely, All those of forty guns or more shall be considered of the first class, and shall be called after the States of the Union; those of twenty and under forty guns shall be considered as of the second class, and be called after the rivers and principal towns or cities; and all those of less than twenty guns shall be of the third class, and named by the Secretary of the Navy as the President may direct, care being taken that no two vessels in the Navy shall bear the same name.”

At the commencement of the Civil War a large number of vessels were purchased for the Navy and an Act of Congress, August 5, 1861, authorized the Secretary of the Navy to change the names of purchased vessels.

A large number of vessels were hurriedly built for the Navy, and in some instances were somewhat indiscriminately named. The first vessels built were gunboats of the “Shawmut” class, to many of which were given Indian names, the name often being taken from an Indian-named town or village or creek near where the vessel was built. Next came sloops-of-war of the “Tuscarora” class, named after Indian-named rivers.

Double-enders of the "Sassacus" class were also given Indian names. Some vessels were named after places of Naval engagements, such as "Vicksburg."

The "Harriet Lane," named for the niece of President Buchanan and transferred from the U. S. Treasury Department to the Navy, is the only fighting vessel on the Navy lists named for a woman.

The "Monitor," an entirely new type of vessel, was named by Ericsson himself at the request of the Navy Department. Ericsson, in his letter to the Secretary of the Navy, says:

"The impregnable and aggressive character of this structure will admonish the leaders of the Southern rebellion that the batteries on the banks of their rivers will no longer present barriers to the entrance of the Union's forces. But there are other leaders who will be admonished. . . . 'Downing Street' will hardly view with indifference this last 'Yankee notion'—this Monitor. . . . On this and many similar grounds, I propose the name of this battery —'Monitor.'"

Ironclads of the "Monitor" type were classed as Monitors. Many were given Indian names, such as "Canonicus," "Manhattan," "Miantonomah."

At the beginning of the Spanish War, Act of Congress, May 4, 1898, was passed:

"That hereafter all first-class battleships and monitors owned by the United States shall be named for the States and shall not be named for any city, place or person until the names of the States shall have been exhausted."

May 13, 1908, the Act of May 4, 1898, was superseded by an Act providing that "Monitors may be named as the President may direct." The names of the Monitors "Florida," "Arkansas" and others have been changed and Monitors are no longer named for States.

The Act of March 3, 1901, provided

“That the President of the United States be, and is hereby authorized to establish, and from time to time to modify, as the needs of the service may require, a classification of the vessels of the Navy.”

That was put into effect, and vessels of war were divided up as follows:

“Torpedo boat destroyers, torpedo boats, tugs, sailing ships, and receiving ships shall not be rated. Other vessels shall be rated by tons of displacement, as follows:

“First-rates, men-of-war only of 8,000 tons and above.

“Second-rates, men-of-war of 4,000 tons and under 8,000 tons, and converted yachts and auxiliary vessels of 6,000 tons and above, except colliers, refrigerating ships, distilling ships, tank steamers, repair ships, hospital ships, and other ships constructed or equipped for special purposes.

“Third-rates, men-of-war from 1,000 to 4,000 tons, and converted and auxiliary vessels from 1,000 to 6,000 tons.”

The above changes of statute laws will explain the seeming inconsistency of Navy namings at different periods.

Under existing statute laws our battleships and armored cruisers are named for States of the Union; our cruisers for cities. Torpedo boat destroyers and torpedo boats are named after distinguished Naval Officers. Submarines are designated by letters and numerals.

At the present time, fuel ships, such as colliers, are given Greek mythological names. Oil carriers are being assigned Indian names of rivers of the country in which oil is produced, repair ships after distinguished engineers, and all ships that are not specified under the law are to be named according to their distinctive purpose.

There is strong sentiment in favor of perpetuating on our Navy lists the names of our most famous vessels,

in commemoration of their glorious records, and as reminders of the worthy deeds of our history. Such names, if continued in association with the current national life, would be a constant inspiration to the country and the Navy.

EDITOR

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U. S. NAVAL INSTITUTE, ANNAPOLIS, MD.

THE BAPTISM OF SHIPS.

BY ROBERT G. SKERRETT.

Just once so often during the upbuilding of our modern navy there is agitation anent the particular form that the launching ceremony should take; and the special rock upon which there is a split is over the use of wine or water. There are some good souls intensely insistent, in the name of temperance, that water shall be spilled upon the vessel's bow at the time of naming, while there are others, probably unconsciously subscribing more closely to tradition, who urge with equal vim that wine shall be the element in the baptismal ceremony. Both of these partisans are more or less right, but all of them have commonly lost sight of the derivation and the real significance of the performance. The whole question is primarily a religious one, while the popular attitude to-day is one of tolerance toward a surviving superstition.

From the very beginning of primitive man's venture upon the water—perhaps because of the frail character of his craft, he recognized the risks he ran and in his superstitious awe sought the protection of the hidden powers that ruled the wind and the waves. Through all the devious paths of developing religions, early man strove to placate opposing deities and to propitiate the favoring gods who, to him, became more or less personal. As his religion became more concrete his gods took the material shape of idols, and that they might be always with him he first fashioned some part of his vessel more or less after the manner in which he pictured them, and never launched his craft until after he had made tribute by word or act to his protecting deity. Later on, his idols ceased to be the grotesque semblance of animals and demons and became benignant and human-like, and for these he made a special place within his vessel and sanctified that place of keeping.

It is quite impossible to follow chronologically the evolution of the launching ceremony, but enough can be found here and there to point to a reasonable sequence, and for a probable survival of the most ancient practices we must naturally turn to the customs still remaining among primitive peoples. Ellis, in his "Polynesian Researches," tells us that the Samoans and the Fijians used to make human sacrifices to their shark deities who ruled the waters. In Tahiti, it was the custom to shed human blood when a new canoe was built or launched. Again, Mariner, in "Tonga," tells us that men were sometimes sacrificed in order to wash a new canoe's deck with blood, and that it was likewise the practice to use men as living rollers on which to launch the craft. In this there is a strange likeness to the ancient Norse habit of attaching human victims to the rollers upon which they launched their ships; and in the Eddas this ceremony is referred to under the name of "hlun-rod" or roller-reddening. Among the Tonga islanders it is the custom to-day still to offer kava and oil to the sea gods, and in all of these ceremonies the native priest plays a conspicuous part if the ancient rites prevail. These votive offerings or oblations are still made among the primitive peoples of many parts of the world, and in this particular they show the persistent permanence with which such practices are handed down from the ages past.

So far as actual records go, the earliest account of a votive offering to the gods upon the completion of a ship dates back twenty-one hundred years before Christ, and it seems that even then man dared not venture upon the sea until he had thus propitiated the gods. On an Assyrian tablet, found some years ago by Professor Schiel, we have a Babylonian account of the Deluge and of the building of the Ark, and of the religious ceremony at its completion. Rendered into English, the story reads, in part, as follows:

Eighthly, its interior I examined.
Openings to the water I stopped;
I searched for cracks and the wanting parts I fixed;
Three sari of bitumen I poured over the outside;
Three sari of bitumen I poured over the interior;
Three sari of men bearers who carried chests on their heads.
I kept a saros of chests for my people to eat.
Two sari of chests I divided among the boatmen.
To the gods I caused oxen to be sacrificed.

To the Chinese belongs the palm for pioneer work in breasting the tempestuous sea and in carrying their explorations into far lands — their commerce reaching at a very remote period as far west as the Persian Gulf. Probably no existing country has held with more faithfulness of detail to its ancient religious practices in most of their forms. In "A Discourse of the Navigation of the Portuguese," translated into English in 1579, is found this fairly full account of the Chinese practices at the launching of their ships: "When they launched their ships into the sea at the first making, the priests go apparelled with long garments, being very rich of silk, to make their sacrifices in the poops of them, where the place of prayer is, and they offered painted figures, and they cut and burned them before their idols with certain ceremonies that they make, and sing songs with an unorderly tone, sounding certain little bells. They worship the devil, where they have him painted in the fore-part of the ship, because, as they say, he should do no hurt to the ships. In all this discourse they are eating and drinking at discretion."

Among the Chinese these ceremonies have since undergone no substantial change, and in every large junk there is a shrine in honor of the goddess Tien-how, who is the tutelary deity of sailors. In addition to the goddess Tien-how, the Chinese sailors particularly engaged in the river traffic are devotees of the goddess Loong-moo or the Dragon's Mother. In honor of this latter deity the master of every river junk makes tribute at the beginning of a voyage. Prior to weighing anchor, he takes his place at the bow, which, agreeably to Chinese tradition, is the most sacred part of the ship, and there proceeds to propitiate the Dragon's Mother. Before him on a small temporary altar are placed three cups containing Chinese wine or "saki." With a live fowl in one hand, the master performs the Kow-tow, and raising the cups one after the other from the altar he elevates them above his head before emptying them upon the deck by way of a libation. Next he cuts the throat of the fowl with a sharp knife and sprinkles the deck immediately about him with the blood of the sacrifice. One of the crew now presents the master with several pieces of silver paper, which in turn are sprinkled with the sacrificial blood and then fastened to the door-posts and lintels of the captain's cabin. This is suggestively like one of the rites of the Jewish Passover.

The Bible tells us of the glories of the fleets of Tyre, and history records as well much of the religious pomp and ceremony associated with the ships of ancient Egypt. The mythology of ancient Egypt is full of the part played by its deities in watching over its hardy mariners, and there can be no doubt whatever that some form of priestly ceremony and blessing was a part of the launching of the ships of the state at least, if the records of Du Sein and other historians are to be trusted. At the battle of Salamis, the Greeks went into the fight just after the conclusion of religious ceremonies, which consisted of sacrifices offered to all the gods and the pouring of a special libation to Zeus, the Protector, and to Poseidon, Ruler of the Seas. In those days, it was the common custom among the Greeks to name their vessels after goddesses, and as a further propitiation the launching was made the occasion of a religious ceremony which Virgil described as follows:

*Ipse caput tonsae foliis evinctus olivae,
Stans procul in prova, pateram, extaque salsos
Porricit in fluctus, ac vina liquentia fundit. — ÆNEID.*

Here we see the part that wine played in the early days. Appian also described the religious aspect of the blessing of the ancient ships: "On the shores of the sea altars were erected where their bases might be washed by the waves. In a semi-circle the ships of the fleet were drawn about near by, their crews the while maintaining a profound silence. The priests in boats rowed three times round the fleet . . . adding prayers to the gods that ill-luck should not befall the vessels. Then returning to the shore, they immolated bulls or calves, the blood of which reddened the sea and the shore."

The use of water in the ancient ritual dates back to the Greek ceremony of lustration and to the later Roman practice of using water not only as a token of purification but also as an element in the act of priestly blessing. Here we have the pre-Christian practice of baptism. Like other pagan customs, wine and water were given place in Christian ceremonials, but not infrequently with a modified or deeper meaning. It was thus that wine and water became elements of the sacrament of the Christian Church, while water alone remained the token of purification and a part of the blessing at the time a person was brought into the church,

named, and placed under the protection of a particular patron saint.

During the Middle Ages, religious zeal and its derivative superstitions led to the custom of naming ships after saints, as the more ancient craft had been named after pagan gods and goddesses; and this practice was carried to the extremity of saintly image-worship — no craft being sent to sea without its shrine and an imposing array of attendant images. Thus began the practice that subsequently led to the evolution of the figurehead and the effigies placed in the niches about the stern galleries of more modern vessels. Guerin, in his history of the French Navy, tells us that the ships of Louis IX, when he sailed for the Holy Land in 1248, were provided with every facility for conducting mass, each ship having an altar and priestly retinue. These altars were situated in the after part of the ships — just as the Greeks and Romans reared their shrines there in their own days, and the index of the antiquity of the practice survives in the name of the “poop” deck — the highest aftermost deck of the older type of modern vessels. This name is derived from the Latin term “puppis,” which was the name the ancients gave to the honored after deck where they kept their “pupi” or doll-like images of their tutelary deities and where they offered before them libations and sacrifices.

As Taylor has told us in his “Primitive Customs,” “Some religious ceremonies are marvels of permanence, holding substantially the same form and meaning through age after age, and far beyond the range of historic record.” In proof of this, remembering what has been recorded of ancient Greece, it is instructive to know that at the launching of a modern Greek vessel her bow is decorated with flowers, and at the instant the ship takes the water her captain raises a jar of wine to his lips and then empties the rest of it upon the deck of his craft. Among the Turks, the launching of a vessel is of religious significance, and a priest attends asking the blessing of Allah and praying that the ship may have a prosperous and a successful career and ride safely over the waves in all weather. Sheep are sacrificed just as the vessel starts for the water, and the flesh is subsequently given to the poor. No wine is spilt upon the vessel’s bow, but a feast is afterwards given to the participating officials and the invited guests.

In Russia, when a naval vessel is launched, the Greek Church participates in a very imposing manner. The service includes the blessing of the ship in detail — the officiating priest and his attendant acolytes and choristers marching through all the decks, burning incense, carrying lighted candles, and sprinkling the craft everywhere with holy water — all the while prayers are read and chants are sung. When the ship has thus been blessed the crew are assembled before an altar especially reared for the occasion within the vessel, and, after the craft's colors are blessed, each member steps forward to the altar, kisses the priest's hands, and receives the benediction of the church. This carries us back directly to the practice among the Egyptians of purifying their ships by lighted torches, of burning sulphur, and of the breaking of eggs by the priests within their vessels, and later to the very similar custom among the Greeks leading to what generally became known as "the purification of the ship." Combined with the subsequent libations, we see in the present ceremony of the Greek Church a survival of the ancient practice which had for its purpose the driving out of evil spirits, the purifying of the body, the propitiation of the deities, and the beginning of a new life. In Russia, to-day, wine does not enter into the ritual of the church at the launching of ships, the breaking of a bottle of wine at the actual naming of the vessel being a secular performance entirely apart from ecclesiastical participation. In this we see the reflex of the practice among other nations introduced into Russia only within the recent period of her advent upon the sea.

During the days of Venetian dominance upon the Adriatic and the Mediterranean, the church took a conspicuous part in the launching functions of all official craft. It was then the custom to espouse the Adriatic at the time of the floating of the vessel, and this was done with much significant pomp, the ceremony closing by the Doge or some other high official throwing a bridal ring into the sea. In the Museum at Venice to-day there are a number of these rings, and in recognition of that old custom a pretty revival of it was practiced at the launching of the submarines recently built for the Italian Government.

In 1488, when the "Sovereign" was launched at Humble — England's foremost dockyard of mediæval times, in the presence of Henry VII, we are told the ship was formally renamed and the renovated vessel blessed with all the ceremonial display customary

in England in pre-Reformation times — “A mitred prelate with attendant train of priests and choristers, crosier in hand, with candle, book, and bell, and holy water stoup” performing the benediction. With the coming of the Reformation under Henry VIII, the official participation of the Church of Rome disappeared in England upon such occasions. The same, too, is true of Protestant Europe during the same period, although we are told the Lutherans practiced a baptismal ceremony at the launching of their vessels while they attach no importance to the observance. In the early part of the seventeenth century, in England, the launching of government vessels was entirely devoid of religious significance so far as the church was concerned, and what did survive of ancient custom was more strictly a remnant of the far-away pagan libation. The ship “Prince Royal” was launched at Woolwich in 1610, and the launching function was performed by Prince Henry in the manner described as follows by Phineas Pette, one of the master shipwrights of James I: “The noble Prince, himself, accompanied with the Lord Admiral and the great lords, were on the poop, where the standing great gilt cup was ready filled with wine to name the ship so soon as she had been afloat, according to ancient custom and ceremony performed at such times, and heaving the standing cup overboard. His Highness then standing upon the poop with a selected company only, besides the trumpeters, with a great deal of expression of princely joy, and with the ceremony of drinking in the standing cup, threw all the wine forwards toward the half-deck, and solemnly calling her by the name of the ‘Prince Royal,’ the trumpets sounding the while, with many gracious words to me, gave the standing cup into my hands.”

During the same century, in the Catholic parts of Europe, the Church of Rome still participated. In 1675, Henry Teonge, Chaplain in the British Navy, visited Malta in His Majesty’s Ship “Assistance,” where he witnessed the launching of a Maltese craft, which he describes in this manner: “This day we saw a great deale of solemnity at the launching of a new bryganteen of 23 oares, built on the shoare, very neare the water. They hoysted 3 flaggs in her yesterday, and this day by 12 they had turned her head neare the water. When as a greate multitude of people gathered together, with severall of their knights and men of quality, and a clowd of fryars and churchmen. They were at

least 2 howers in their benedictions, in the nature of hymns or anthems, and other their ceremonys; their trumpetts and other music playing often. At last 2 fryars and an attendant went into her, and kneeling downe prayed halfe an howre, and layd their hands on every mast, and other places of the vessell, and sprinkled her all over with holy water. Then they came out and hoysted a pendent to signify she was a man of warr; and then at once thrust her into the water." Malta was given to the Knights Hospitalers by the Catholic Emperor Charles V in 1530, and being an island and under its own particular government, we see that the ceremony had escaped the immediate influence of the Reformation.

In Catholic France in the eighteenth century and at the beginning of the nineteenth century, especially among the merchant craft and fishing vessels, the launching ceremony was closely analogous to the baptismal ritual at the time of christening an infant. The custom was one that lay close to the hearts of the common people, and the parish priest, a god-father and a god-mother chosen for the occasion were the principal participants — the god-parents not infrequently being children. The ceremony was very simple and lovely. The god-father carried a bouquet which he duly presented to the god-mother, and with this done, both sponsors then pronounced the name chosen for the new vessel, and the priest repeating it so declared the vessel named — finishing the ceremony with the sprinkling of holy water upon the bow of the boat and with a benediction. To-day, the official ceremony at the launching of naval vessels carries out in spirit this older practice save that there is more pomp and churchly parade. There is a god-father and also a god-mother. Should the ship be named after a national hero or a famous officer, one of the sponsors is generally a descendant. A priest high in the dignity of the church leads in the formalities accompanied by acolytes and choristers. He blesses not only the ship, herself, but also, in accordance with ancient custom, sprinkles holy water upon the launching ways and gives them the benediction of the church. No wine is spilled upon the ship's bow, but the distinguished guests are invited to what is termed a "vin d'honneur" where champagne flows freely and a bountiful repast is served. This is a very old custom that has existed for many centuries — especially among the fishermen of Europe, and to decline either

the food or the drink then offered was formerly considered an omen of misfortune.

It was not until the early part of the nineteenth century that either a layman or a woman took any part in the official ceremony at the launching and naming of a British man-o'-war. Prior to that time, if the formalities were not conducted by a member of the royal family, the naming was done by some high functionary of the port or dockyard staff. The present Queen of England is said to have originated the religious service now a part of the launching of British ships of war; and the occasion when the practice was thus instituted was at the launching of the "Alexandria"—named after her—in 1875. Since then a full choral service has been prescribed, which includes extracts from the 107th Psalm—beginning with the twenty-third verse—together with a special prayer of great beauty. The benediction is in accordance with the ritual of the Church of England and therefore does not include the use of holy water. The civil ceremony which follows consists of the usual naming of the vessel by a fair sponsor, after which a bottle of wine is smashed upon the vessel's bow. This blessing of a British ship carries us back by actual record of the fourteenth century, when in 1390, so the monk of St. Denys tells us, referring to the Duke of Bourbon's expedition to Genoa under the Earl of Derby, that "According to ancient custom and to ensure success, the ships were blessed by the priests"; and again, in July of 1418, the Bishop of Bangor was sent to Southampton to give a benediction to the King's ship lately built there—called the "Grace Dieu," and was an occasion of much imposing ceremony: the worthy bishop being paid five pounds for his trouble. William Laird Clowes, in his history of "The Royal Navy," tells us that there is no trace in the British records of ship-baptism with wine in the fifteenth century.

In the latter part of the eighteenth century and during a considerable period in the first half of the nineteenth century, it was the custom in France to remove all impediments to the launching of their ships but a single beam or heavy timber which is commonly known among the shipwrights as the "dog-shore." This beam was canted against the stern post of the vessel in such a manner as to keep her from voluntarily sliding toward the water, and when everything was in readiness this shore was chopped through and knocked out of the way. This task was hazardous in the

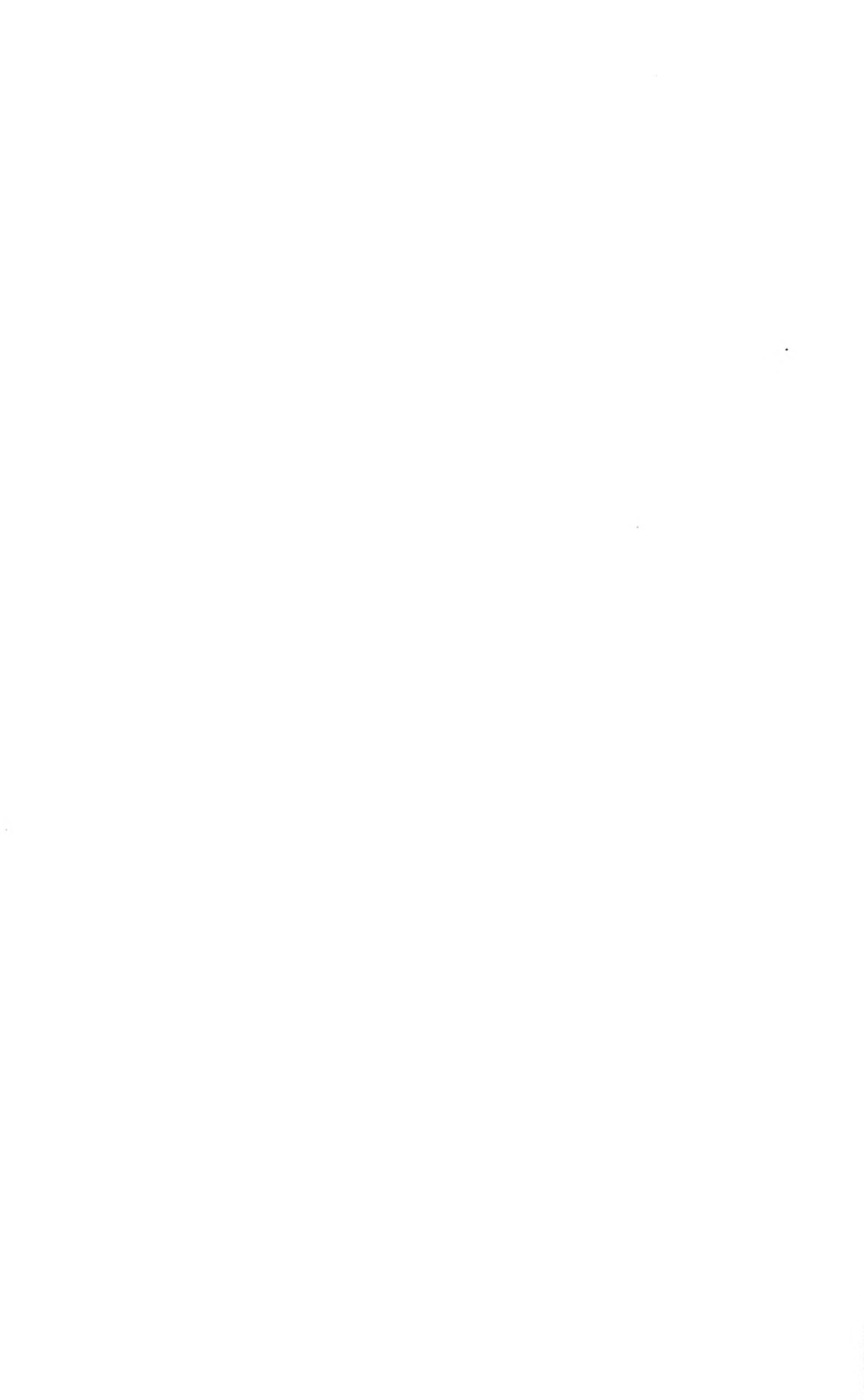
extreme and a volunteer for the work was commonly chosen from among the convicts in the galleys. Clothed in red, this man would take his place between the launching ways and under the shadow of the juggernaut-like craft that towered ponderously above him. At the proper signal, he would begin to chop with his axe into the dog-shore, and if alert and quick enough he was able to drop into the pit dug for him before either this timber fell or the ship rushed down upon him crushing out life or fearfully wounding him. Not infrequently the man was killed and very often he was wounded and blood flowed, thus seeming to perpetuate the sacrificial offerings of the ancient Norsemen and the similar primitive practices among some of the South Sea Islanders. If the convict escaped with his life, freedom was the reward for his perilous undertaking.

In our own country, tradition does not carry us very far back so far as we are immediately concerned — our ceremonies naturally following the customs prevailing in England at the time our forebears landed here; and so far as the records examined go to show, there was no religious significance given to this function by us.

It has been said that water was used at the launching of the "Constitution," in 1797; but if this be so, it was broken upon the bow of that ship at one or the other of the two unsuccessful efforts first made to get that vessel overboard. When the "Constitution" was finally launched at the third effort, the late Rear-Admiral George H. Preble tells us in his manuscript history of the Boston Navy Yard, that "Commodore James Sever stood at the heel of the bowsprit, and, according to time-honored usage, baptized the ship with a bottle of choice old Madeira, from the cellar of the Honorable Thomas Russell, a leading Boston merchant." No one can question the fighting merits of the "Constitution," nor belittle that abundant glory that she reflected upon our flag in the days when every victory counted with especial weight. Let those that attach a superstitious value to either wine or water bear this fact in mind.

In 1858, the U. S. S. "Hartford" was launched at Boston, her launching sponsors being three in number. One was the daughter of Commodore Downes, one the daughter of Commodore Stringham, and the other was then Lieutenant George H. Preble of the navy. As she touched the water, Miss Stringham broke a bottle

of Connecticut River water across the ship's figurehead, Miss Downes smashed a bottle of Hartford Spring water, and Lieutenant Preble concluded the formalities by emptying a bottle of sea water upon the vessel's bow. The particular significance of each bottle of water is too plain to call for explanation; and, again, the performances of the "Hartford" are too fresh to need present point. In each case, however, it is quite evident that neither the wine nor the water had anything to do with the fighting efficiencies and the enduring good fortune of those famous vessels. . . .



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